The BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

CORRESPONDING MEMBER SCHOOLS

SCHOOL YEAR 1951-1952

CATHOLIC UNIVERSITY OF AMERICA
CLEMSON AGRICULTURAL COLLEGE
GEORGIA INSTITUTE OF TECHNOLOGY
ILLINOIS INSTITUTE OF TECHNOLOGY
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OKLAHOMA AGRICULTURAL AND MECHANICAL COLLEGE
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ECOLE DES BEAUX ARTS DE MONTREAL, CANADA

DEPARTMENT OF ARCHITECTURE

AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN INSTITUTE OF DECORATORS
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
SOCIETY OF MURAL PAINTERS
SOCIETE DES ARCHITECTES DIPLOMES P.G.F.
NATIONAL SCULPTURE SOCIETY

SOCIETIES COOPERATING

THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

June 1952 VOL. XXVIII NUMBER FIVE SCHOOL YEAR 1951-1952

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THE REPORTS OF THE JURY IN THE BULLETIN ARE PRESENTED AS AN UNOFFICIAL OPINION BY A MEMBER OF THE JURY DELEGATED FOR THIS PURPOSE, AND SHOULD NOT BE INTERPRETED AS THE COLLECTIVE OPINION OF THE JURY.

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BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR

115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN MARCH 3 AND MAY 17, 1952

JUDGMENT ABOUT MAY 27, 1952

AN AIR LINE BUS TERMINAL

CLASS A PROBLEM 4
TILE COUNCIL OF AMERICA PRIZE

A MAJOR BUILDING, FREE-STANDING ON AN ENTIRE CITY BLOCK WITH COMPLEX CIRCULATION OF BUSES, PASSENGERS, PRIVATE CARS AND PARKING, BAGGAGE, ADMINISTRATIVE, TICKET SELLING, CONCESSIONS, CONCOURSE, WAITING ROOM, ETC. ALL TO BE INTEGRATED INTO AN EXPRESSIVE AND EFFICIENT STRUCTURE.

AUTHOR—CHARLES G. RUMMEL, CHICAGO, ILL. was educated at the University of Illinois. After graduating he entered the office of Ralph Stoetzel, Architect. From 1934 to 1936 Mr. Rummel studied abroad under the 22nd Plym Fellowship in Architecture. In 1937 he entered the office of Shaw, Naess and Murphy working on commercial and industrial projects, factory building and electric generating plants and on preliminary layout work. He is now Department Head of Naess and Murphy. From 1942 to 1946 he was in the U. S. Army Corps of Engineers detailed to General Staff. He has the reserve status of Lt. Colonel of Engineers.

To provide a midtown point of arrival and departure for air travelers, a city of 2,500,000 population has authorized its Transit Authority to erect an Airlines Bus Terminal which will serve an airport 14 miles distant.

THE SITE:

The site is an entire block in a busy commercial district. It measures 360' x 360' exclusive of 16' wide sidewalks on all four sides, and is deceptively level in appearance. The surveys, however, reveal a drop of 8' from the south lot line to the north, with no marked change in level from east to west. The buses connecting the airport and the terminal can, from the traffic standpoint, arrive and depart either on the south side or the north, but cannot be practically handled on the east or west. The zoning ordinance permits building to the lot line anywhere on the property.

THE BUILDING:

It is proposed to operate the Terminal on three major levels. Most passengers will enter and leave the Terminal at the street level from any of the surrounding thoroughfares by taxi, private car or public transportation. On this floor will be the usual terminal facilities: waiting rooms, ticket offices, etc. A concourse accommodating 20 buses will be located below this main floor. Passengers will board and leave the buses at this level, and baggage will be loaded here. Above the main floor there will be an enclosed parking area for 200 private cars, with facilities for handling baggage to and from the airline buses in the lower concourse.

Circulation must be direct, easy and uninterrupted and must insure the unimpeded flow of traffic throughout the Terminal.

SPECIFIC REQUIREMENTS ARE AS FOLLOWS:

A. Main Street Level:

1. Ticket and baggage concourse approximately 20,000 sq. ft.
   Twelve major airlines will each require 30 lineal feet of counter space.
2. Waiting room approximately 6,000 sq. ft. exclusive of adjacent public toilets, rest rooms, etc.
3. Shops and concessions including a restaurant and a coffee shop.
   Concessions are profitable to the operation of the terminal, therefore a minimum of 10,000 sq. ft. which may be divided between the concourse and the street level, should be provided.
4. Administration offices—10,000 sq. ft.

B. Concourse Level:

1. Loading platforms for 20 airlines buses with access to the main street level and the parking level by stairs, escalators and elevators for the passengers and luggage, and by ramps to street level for the buses.
2. 30,000 sq. ft. must be reserved for building services, maintenance, etc. but need be indicated only in block on the plan.

C. Parking Level:

1. Parking space for 200 cars with entrance and exit ramps to and from street level.
2. Secondary Public Toilets and Rest Rooms.
3. Attendant's office and facilities for car washing, servicing and minor repairs.

REQUIRED: (Sheet size 31" x 40")

FOR THE FIRST STAGE:

1. Floor plans of all three floors at the scale of 1/32" to the foot.
2. Perspective of the main floor area showing the ticket and baggage concourse or the waiting room, at as large a scale as possible.
3. Section through building at the scale of 1/32" to the foot.
4. North elevation of building at the scale of 1/32" to the foot.

FOR THE SECOND STAGE:

The Tile Council of America will award a prize of $25 to a student in each school for the best submission of a special detail drawing showing the use of tile in the solution of this problem; such drawings to be judged and awarded the prize locally at each school. All prize winning drawings are to be sent to New York for exhibition and possible publication.

SHEET SIZE: 22" x 30"

1. Detailed drawings shall be at the scale of 3" to the foot and shall show sections through tile work to be used in the lower concourse and in either the ticket concourse or waiting room at street level.

2. Elevations and plans of this tile application to be drawn at the scale of 1/4" to the foot and rendered in color.

3. Specifications for the various kinds of tile used shall be lettered on the drawings.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

115 EAST 40th ST., NEW YORK 16, N. Y.

1951-1952 FIFTY-NINTH SCHOOL YEAR

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JUDGMENT ABOUT
MAY 27, 1952

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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE
1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

THE ARCHITECT AND CLAY TILE

SUPPLEMENTARY DATA COURTESY OF
TILE COUNCIL OF AMERICA

The Tile Council of America, 19 leading U. S. manufacturers of clay floor and wall tile, awards a prize annually, in cooperation with the Beaux-Arts Institute of Design. This year there will be a prize of $100 for the best design submitted in the Class A Problem 4, and in addition a prize of $25.00 to one student in each school for the best detail drawing illustrating the use of tile in connection with the Class A problem. The detail drawing is to be judged and the award made locally by each school. In these designs, special attention is to be directed to the appropriate use of clay tile, and the following factual information is compiled to give a working knowledge of the material for both competitions.

What Clay Tile Is. Tile is made from clay and/or other ceramic materials and fired at very high temperatures (2,000° approximately) to produce a strong, durable material. Clay tile is a **veneer** material, ranging generally from 1/4" to 3/8" in thickness.

The clay tile manufactured by members of the Tile Council of America is **not** structural tile, terra cotta on cement blocks. Structural tile is a weight-bearing material, manufactured in fairly large units, whereas clay tile is a veneer.

Glazed Tiles most often specified are 4 1/4" x 4 1/4", 6" x 6" and 6" x 3". They are usually used for walls, but special types can be used for floors receiving light traffic.

Unglazed Tiles range in size from 11/32" square, 3/4" x 3/4", 1" x 1", 2" x 2", to units 6" x 6". They are most often used for floors, but occasionally for walls.

Quarry Tiles are a heavy-duty unglazed type usually used for floors. They range in size from squares 2 3/4" x 2 3/4", 6" x 6", to 9" x 9", and also come in oblongs.

Properties of Clay Tile. Clay tile is waterproof, colorfast, fireproof, sanitary and easily cleaned, durable and unaffected by acids and alkalis. It is stainproof, non-absorbent and resistant to abrasion. It does not need waxing, varnishing, painting or other redecorating, so that it has one of the lowest maintenance costs of all materials.

Tile in Architecture. Clay tile has been used for more than 7,000 years. It has played an important role in the architecture of Egypt, Persia, Turkey, Italy, Spain, Germany, France, Holland, England and other nations. In the United States it has been used since Colonial times.

Design Possibilities. Clay tile is now made in more than 200 shades of basic colors. It is also manufactured in a great variety of sizes, and as a result practically any pattern can be worked out in it.

Installation Method. Clay tile is set in cement mortar and grouted with cement. It bonds with the mortar and therefore has the same strength as that material. Clay tile may be set over wood, cement, brick, hollow tile and other backings.

Uses of Clay Tile. Clay tile is both functional and decorative. It is used wherever a waterproof, sanitary, durable, stainproof and colorfast material is needed. Typical uses are for bathrooms and kitchens in homes; operating rooms, diet kitchens, corridors and promenade decks of hospitals; washrooms in public and commercial structures; walls and floors in restaurant and cafeteria kitchens; store fronts; school corridors and swimming pools; grease pits and automobile showrooms; floors and walls in dairy and bottling plants. The wide range of clay tile colors and sizes means that thi smaterial can also play an important decorative role in all these spaces.

For further information. Local tile contractors can show tile samples and suggest installations to visit. The Tile Council of America, at 10 East 40th Street, New York 16, N. Y., will be glad to answer any special technical questions.

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE
115 EAST 40th ST., NEW YORK 16, N. Y.

1951-1952 FIFTY-NINTH SCHOOL YEAR

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CLASS A PROBLEM 4
AUTHOR - CHARLES G. RUMMEL, CHICAGO, ILL.

AN AIR LINE BUS TERMINAL
TILE COUNCIL OF AMERICA PRIZE

JURY OF AWARD - JUNE 3, 1952

CHARLES W. BEESTON
ROBERT CARSON
GIORGIO CAVAGLIERI
ALONZO W. CLARK, III
ARTHUR S. DOUGLASS, JR.
JACQUES E. GUITON
MICHAEL M. HARRIS
MORRIS LAPIDUS
R. B. O'CONNOR
ROBERT K. POSEY
CHAUNCEY W. RILEY
HERBERT SMITH
LESTER WICKHAM SMITH
RICHARD B. SNOW
ZAREH SOURIAN
HAROLD STERNER
WYNANT D. VANDER POOL, JR.
MAXFIELD VOGEL
WHEELER WILLIAMS

REPRESENTATIVES OF TILE COUNCIL OF AMERICA: KALMAN DRUCK, AL FRANTZ

SCHOOL REPRESENTATIVE: EDWARD ROMIENIEC, OKLAHOMA A. & M. COLLEGE
OBSERVER: T.L.SOREY, OKLAHOMA A. & M. COLLEGE

PARTICIPANTS:
GEORGIA INSTITUTE OF TECHNOLOGY
OKLAHOMA AGRIC. & MECH. COLLEGE
PENNSYLVANIA STATE COLLEGE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - BY ARTHUR S. DOUGLASS, JR.

NOTHING IN THE PROGRAM IMPLIED COMPLEXITY IN THIS ESSENTIALLY SIMPLE PROBLEM. PEDESTRIANS AND VEHICLES WERE THE TWO CIRCULATION FACTORS, WITH THE PROGRAM DESIGNATING THAT THE BUSES BE UNDER AND THE AUTOMOBILES BE OVER THE PEDESTRIANS. WITH SUCH AUTOMATIC LOCATIONS OF THE ACTIVITIES, THE PROBLEM WAS (1) TO ARRANGE EACH LAYER SO THAT IT FUNCTIONED WITHIN ITSELF (2) TO ARRANGE VERTICAL CIRCULATION BETWEEN LAYERS.

BUS LEVEL: SIMPLE CIRCULATION OF BUSES ENCOMPASSING PUBLIC WAITING SPACE WAS A REASONABLE AND PREFERRED PARTI.

AUTOMOBILE LEVEL: ARITHMETIC SHOULD HAVE PROVIDED THE OBVIOUS ANSWER THAT NEARLY THE ENTIRE BLOCK AREA WAS REQUIRED TO PERMIT CONVENIENT MANIPULATION OF THE AUTOMOBILES. HAD THE DESIGNERS BEEN AWARE OF THE LIMITED MANEUVERABILITY OF AUTOMOBILES THEY WOULD HAVE EMPLOYED DIAGONAL RATHER THAN HEAD ON PARKING, PROVIDED MORE AMPLE CIRCULATION AISLES, NOT HAVE LOCATED COLUMNS IN CIRCULATION AREAS, NOT INTRODUCED SQUARED RAMPS AT THE POINTS OF CHANGE IN DIRECTION OF A CAR'S LINE OF TRAVEL.

PEDESTRIAN LEVEL: ESPECIALLY HERE WAS EVIDENCE OF NEEDLESS COMPLEXITIES, HIDDEN PUBLIC ENTRANCES, TORTUOUS CIRCULATION, AND CONFUSED ELEMENTS. THE PROBLEM WAS TO CREATE A LARGE, OPEN, AMPLE, OBVIOUS, SIMPLE PUBLIC SPACE WHICH COULD BE EASILY REACHED, READILY USED, AND QUICKLY LEFT, WITHOUT ANY FORCED CIRCULATION. THE PRINCIPLE SPACE SHOULD HAVE BEEN ARRANGED SO THAT THE NECESSARILY IMPORTANT TICKET COUNTER COULD BE IMMEDIATELY LOCATED AND USED WITHOUT

DEPARTMENT OF ARCHITECTURE
SCHOOL YEAR 1951-1952

BEAUX-ARTS INSTITUTE OF DESIGN
VOLUME XXVIII PAGE 49

CLASS A PROGRAM 1

AUTHOR - CHARLES G. MORRIS, CHICAGO, ILL.

FINAL JUDGING AT BEAUX-ARTS

JURY OF AWARD - JUNE 3, 1952

[illegible]

REPRESENTATIVES OF THE COUNCIL OF ARCHITECTURAL SCHOOLS, AT LARGE

SCHOOL REPRESENTATIVES: EDWARD ROBINSON, OKLAHOMA A. & M. COLLEGE
OBSERVER: T.L. SORRY, OKLAHOMA A. & M. COLLEGE

PARTICIPANTS:

GEORGIA INSTITUTE OF TECHNOLOGY — TEXAS TECHNOLOGICAL COLLEGE
OKLAHOMA A&M.C., & NEW. COLLEGE — UNIVERSITY OF NOTRE DAME
PENNSYLVANIA STATE COLLEGE — WESTERN RESERVE UNIVERSITY, CLEVELAND
PRINCETON UNIVERSITY

REPORT OF THE JURY - BY ALFRED T. GRANGER, JR.

NOTHING IN THE PROGRAM IMPLIED DIFFICULTY OR HAD ESTABLISHED SIMPLE PROBLEM. MODERATELY AND ALMOST ANY THE PUBLICATION FACTORS, WITH THE PROGRAM DESIRABLE THAT THE BUSES OF UNDER AND THE AUDITORIUMS BE OVER THE PROPERTIES. WITH SUCH AUTOMATIC LOCATIONS OF THE ACTIVITIES, THE PROBLEM WAS (1) TO ARRANGE EACH LAYER SO THAT IT FUNCTIONED WITHIN ITSELF (2) TO ARRANGE VERTICAL CIRCULATION BETWEEN LAYERS.

BUS LEVEL: SIMPLE CIRCULATION OF BUSES DISCHARGING PUBLIC WAITING SPACE WAS A REASONABLE AND PRACTICAL PART.

AUTOMOBILE LEVEL: ARCHITECTS SHOULD HAVE PROVIDED THE OBVIOUS MEANS THAT MIGHT THE ENTIRE WORK APPEARING REQUIRED TO PERMIT CONSIDERABLY MANIPULATION OF THE AUTOMOBILES. THAT THE DESIGNER, EVEN ABOVE OF THE LIMITED DIMENSIONS ABILITY OF AUTOMOBILES THAT SHOULD HAVE PROVIDED DIAGONAL RAMPS MORE THAN NEED ON PARKING, PROVIDED MORE ANNUL CIRCULATION AISLES, NOT HAVE LOOKING COLUMNS TO CIRCULATION AREAS, NOT INTRODUCED SQUARED MARKS AT THE POINTS OF CHANGE IN DIRECTION OF A CAR'S LINE OF TRAVEL.

PEDESTRIAN LEVEL: ESPECIALLY HERE WAS CONFUSED OF DESIGNERS CONSIDERING MODERN PUBLIC CONVENIENCES, FOR PUBLIC CIRCULATION, AND CONFUSED THE ENTRY. THE PROBLEM WAS TO CREATE A LOBBY, OPEN, AMPLE, OBVIOUS, SIMPLE PUBLIC SPACE WHICH COULD BE EASILY REACHED, READILY USED, AND QUICKLY LEFT, WITHOUT ANY FORCED CIRCULATION. THE PRINCIPLE SPACE SHOULD HAVE BEEN ARRANGED SO THAT THE NECESSARILY IMPORTANT TICKET COUNTER COULD BE IMMEDIATELY LOCATED AND USED WITHOUT

INTERFERENCE. VERTICAL CIRCULATION FROM THE GENERAL PUBLIC AREA TO THE UPPER AND LOWER VEHICULAR LEVELS SHOULD HAVE BEEN CLEARLY LOCATED (PREFERABLY IN TWO LOCATIONS - MANY SOLUTIONS HAD BUT ONE VERTICAL ELEMENT OF CIRCULATION WHICH CREATED CONGESTION AT PEAK HOURS).

CONCESSIONS SHOULD HAVE BEEN AVAILABLE TO THE CONCOURSE AND, IF POSSIBLE, ALSO AVAILABLE TO THE STREET, AS THE REVENUE FROM SUCH SHOPS IS NECESSARY FOR THE SUCCESS OF ANY TERMINAL.

TAXI APPROACH SHOULD NOT HAVE BEEN MIXED WITH EITHER BUS OR PRIVATE AUTOMOBILE ENTRANCES TO THE TERMINAL AS THEIR FUNCTIONS ARE SEPARATE.

ELEVATIONS WERE DRAB WHICH WAS A DISAPPOINTMENT INASMUCH AS THIS BUILDING-TYPE OFFERED A SPLENDID OPPORTUNITY FOR DEPARTURE FROM THE MAGAZINE STORE-FRONT TYPE OF DESIGN WHICH TOO OFTEN ACCOMPANIES EVERY TYPE OF PROBLEM. HERE WAS A CHALLENGE FOR A SWEEPING CONCEPTION WHICH WAS NEITHER REALIZED OR RECOGNIZED BY THE MAJORITY OF THE DESIGNERS.

A GENERAL OBSERVATION BY MANY OF THE JURORS: IT WOULD HAVE HELPED THE UNDERSTANDING OF THE THIRD DIMENSION OF ARCHITECTURE IF THE STUDENTS HAD DEVELOPED THEIR SECTIONS SIMULTANEOUSLY WITH THE PLANS RATHER THAN DELAYING SUCH SUTDY UNTIL THE END OF THE PROJECT, AS EVIDENCED BY THE MANY OVERLY STEEP RAMPS, ESPECIALLY TO THE AUTOMOBILE LEVEL. PROGRESSIVE SECTIONS WOULD HAVE INDICATED THAT RAMPS CUT INTO THE PEDESTRIAN LEVEL OF THE BUILDING TO SUCH AN EXTENT THAT THE PEDESTRIAN LEVEL PLANS WERE IMPOSSIBLE UNLESS ONE ACCEPTED THE FACT THAT NONE OF THE PEDESTRIANS WAS OVER THREE FEET HIGH.

IN CONCLUSION: MOST OF THE PROBLEMS SOLVED THE BUS LEVEL WELL, SOLVED THE PEDESTRIAN LEVEL IN A ROUTINE FASHION, FAILED TO SOLVE THE UPPER OR AUTOMOBILE LEVEL ADEQUATELY, AND GENERALLY FAILED TO GRASP THE CONCEPT THAT THE TERMINAL WAS A THREE LEVEL INTEGRATED SERIES OF FUNCTIONS.

T.A.EMMA OF THE UNIVERSITY OF NOTRE DAME WAS AWARDED FIRST MEDAL AND THE FIRST TILE COUNCIL PRIZE. AS IS INVARIABLY THE CASE, A LEADING PROBLEM IS SIMPLE AND DIRECT. THIS WAS THE ONLY SUBMISSION WHERE THE DESIGNER NOT ONLY FOLLOWED THE PROGRAM BUT ADDED A CIRCULATION CONVENIENCE THAT CONTRIBUTED TO THE FUNCTION OF THE BUILDING. WHILE THE PROGRAM DID NOT REQUIRE OR INDICATE THAT THIS BE DONE, THE JURY ADMIRED MR. EMMA'S FORESIGHT IN CONTRIBUTING TO THE PROGRAM (THE ADDITION NEITHER GAVE HIM AN UNFAIR ADVANTAGE OVER OTHER COMPETITORS NOR AFFECTED THE WORKABILITY OF HIS SCHEME). HE MADE IT POSSIBLE FOR PEDESTRIANS APPROACHING THE BUILDING FROM THE SOUTH OR MAIN SIDE TO PROCEED TO THE MAIN PEDESTRIAN LEVEL, OR GO DIRECTLY TO THE BUS LEVEL, WITHOUT HAVING TO ENTER THE MAIN WAITING ROOM AND CONCOURSE OF THE MAIN STREET LEVEL, THEREBY IMPROVING THE ENTIRE SCHEME. THIS PARTICULAR FEATURE WAS NOT INSTRUMENTAL IN GAINING THE FIRST PRIZE SINCE THE PLAN, ON ITS ORIGINAL MERITS, WAS AHEAD OF ALL OTHERS DURING THE ENTIRE EVENING.

THE ACCOMPANYING PHOTOGRAPH SHOWS A DIRECTNESS AND SIMPLICITY OF PLAN AT ALL LEVELS. THE ELEVATION IS SIMPLE AND IN A SCALE WITH A BUILDING OF THIS SIZE AND TYPE. ALTHOUGH THE PARKING LEVEL FAILED TO SHOW SOME CARS IN PARKING BANKS, THE OBVIOUS PLACING OF COLUMNS IN A PATTERN WHICH RECOGNIZED THE CURVED FLOW OF TRAFFIC ON THIS LEVEL INDICATED AN AWARENESS OF AUTOMOBILE ACTIVITY;

SUFFICIENT SPACE HAD BEEN PROVIDED TO ACCOMPANY THE REQUIRED NUMBER OF CARS IN A COMFORTABLE MANNER. MR. EMMA HAS THE HEARTY APPROVAL OF THE JURY FOR HIS OBVIOUS GRASP OF ARCHITECTURE.

B.F.ROMANOWITZ, PRINCETON UNIVERSITY - FIRST MEDAL AND SECOND TILE COUNCIL PRIZE: A CIRCULAR PLAN USUALLY IS NOT MUCH MORE THAN A DEVELOPED FUNCTIONAL ANALYSIS DIAGRAM AND THEREFORE DOES NOT APPROACH REAL ARCHITECTURE. IN RARE INSTANCES CAN A CIRCLE BE ADAPTED TO A PARTICULAR BUILDING; MR. ROMANOWITZ'S SOLUTION FALLS INTO THIS CATEGORY. HIS LOWER CONCOURSE, WITH ITS SWEEPING LINES OF BUS TRAFFIC AND AMPLE PEDESTRIAN SPACES MEETS THE PROGRAM SUCCESSFULLY. HIS PARKING LEVEL PLAN, HAS BEEN DEVELOPED TO BE THOROUGHLY COMPATABLE WITH THE CIRCLE AND, FINALLY, THE MAIN STREET LEVEL FOR PEDESTRIANS LEADS THE PEOPLE INTO THE BUILDING FROM EVENLY DISTRIBUTED POINTS OF ENTRANCE AND SPREADS THE TICKET COUNTERS SUFFICIENTLY TO AVOID ANY CONGESTION.

THE LOCATION OF THE CONCESSIONS BECAUSE OF THEIR ONE-SIDED APPROACH, WAS QUESTIONED AS ECONOMICALLY SUCCESSFUL. HOWEVER, THEY WERE NOT HIDDEN AND ARE REASONABLY AVAILABLE.

THE SENSE OF CONSTRUCTION AS SHOWN IN SECTION, ELEVATION AND PERSPECTIVE WAS THOROUGHLY WELCOMED BY A JURY TOO OFTEN LEFT AGHAST BY IMPOSSIBLE FEATS OF ENGINEERING. THIS SOLUTION RECEIVED THE SECOND PRIZE BECAUSE IT HAD TAKEN A DRAMATIC PARTI AND FOLLOWED IT THRU COMPLETELY TO A FINAL AND REFINED CONCLUSIO

J.H.RUDOLPH, PRINCETON UNIVERSITY - FIRST MEDAL: ANOTHER CIRCLE PROBLEM BUT NOT AS CONCLUSIVELY DEVELOPED. THE BUS CONCOURSE CONTAINED A REVERSE CURVE AT THE ENTRANCE IN CONTRAST TO THE SIMPLE AND DIRECT SWEEP OF THE PREVIOUS PROBLEM. SEPARATED ENTRANCE AND EXIT PORTALS WOULD HAVE ELIMINATED SUCH A DANGEROUS REVERSE CURVE. THE TICKET COUNTERS, ARRANGED AS EQUAL ISLANDS, DID NOT RECOGNIZE THAT SOME AIR LINES ARE LARGER THAN OTHERS, CONSEQUENTLY, SOME OF THESE ISLANDS WOULD BE OVER-CROWDED BY PASSENGERS WHILE OTHERS WOULD BE SEEMINGLY DESERTED. THE PREVIOUS PROBLEM ACKNOWLEDGED THIS VARIABILITY IN A MORE INTELLIGENT MANNER BY PROVIDING CONTINUOUS COUNTERS. THIS SOLUTION'S PLACEMENT OF CONCESSIONS MADE THEM AVAILABLE TO THE INTERIOR TERMINAL TRADE, BUT NOT TO THE OUTDOOR PASSING PUBLIC. VERTICAL CIRCULATION BETWEEN MAIN LEVEL AND BUS CONCOURSE WAS GREATLY ADMIRED BECAUSE IT WAS WELL DISTRIBUTED AT SEVEN POINTS. ACCORDING TO SECTION "A-A" AND TO ELEVATION, MR. RUDOLPH HAS A SENSE OF STRUCTURE, HOWEVER, ACCORDING TO SECTION "B-B" AND PLAN, HE DOES NOT COMPLETE THE STRUCTURAL CONCEPT, HAVING BROKEN THE CONTINUOUS STRUCTURAL SYSTEM BY ELIMINATING 25% OF THE CIRCLE. THE SECOND PRIZE DEVELOPED BOTH A BETTER PLAN AND A MORE FULLY INTEGRATED STRUCTURAL SYSTEM.

V.MATHIS OF OKLAHOMA A. & M. COLLEGE - SECOND MEDAL: THIS WAS A MORE SUCCESSFUL PROBLEM ON ITS UPPER AND LOWER LEVELS THAN ON ITS MAIN LEVEL WHICH HAD THE EXIT BUS RAMP AND THE PRIVATE CAR APPROACH DANGEROUSLY NEAR TO ONE ANOTHER. THE PREDOMINANCE OF THE EAST SIDE PEDESTRIAN ENTRANCE OVER THE WEST SIDE PEDESTRIAN ENTRANCE, WHEN THE PROGRAM HAD INDICATED NO DIFFERENCE BETWEEN THE STREETS WAS QUESTIONED. EXCEPTING THE RESTAURANT AND SNACK BAR ONLY THREE SMALL CONCESSIONS OUT OF A TOTAL OF THIRTEEN WERE AVAILABLE TO THE INTERIOR OF THE TERMINAL, THUS VITAL REVENUE HAD BEEN IGNORED. THE FORCED TWISTING AND TURNING OF PEDESTRIAN TRAFFIC IN THIS CONCOURSE, PLUS THE MULTITUDE OF CHANGING LEVELS, CREATED UNNECESSARY COMPLEXITY OF CIRCULATION. THE WAITING ROOM

A COMFORTABLE MANNER. MR. EMRA HAS THE HEARTY APPROVAL OF THE JURY FOR HIS OBVIOUS GRASP OF ARCHITECTURE.

B.F.ROMANOWITZ, PRINCETON UNIVERSITY - FIRST MEDAL AND SECOND TILE COUNT. A CIRCULAR PLAN USUALLY IS NOT MUCH MORE THAN A DEVELOPED FORMATIONAL ... AND THEREFORE DOES NOT APPROACH REAL ARCHITECTURE. IN RARE INSTANCES CAN A CIRCLE BE ADAPTED TO A PARTICULAR BUILDING; MR. ROMANOWITZ'S ... BUS TRAFFIC AND AMPLE PEDESTRIAN SPACES ... SUCCESSFULLY. ...

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... HAS BEEN IGNORED. THE CONCOURSE ...

WAS OVER-SIZED AND AN ATMOSPHERE OF RESTLESSNESS PERMEATED THIS ONE FLOOR PLAN WHICH WAS DISAPPOINTING SINCE THE UPPER AND LOWER LEVELS HAD BEEN HANDLED IN A MATURE AND DIRECT MANNER.

SUMMARY OF AWARDS:

3 FIRST MEDAL 2 SECOND MEDAL 16 MENTION 48 NO AWARD 69 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: SECOND MEDAL- V.T.MATHIS. MENTION- D.D.FAHLER I.GRIFFITH, V.GUTIERREZ, R.W.HAMMETT, K.D.HARRIS, L.T.HORD,JR., E.R.HOERMAN, J.W.MILBURN, R.V.MILLER, C.THOMPSON, G.U.VENABLE.
PENNSYLVANIA STATE COLLEGE: MENTION- J.M.GODUSCIK, P.E.KOSTKA.
PRINCETON UNIVERSITY: FIRST MEDAL- B.F.ROMANOWITZ, SECOND TILE COUNCIL PRIZE, J.H.RUDOLPH. SECOND MEDAL- T.N.PAPACHRISTOU. MENTION- E.B.REED
UNIVERSITY OF NOTRE DAME: FIRST MEDAL- T.A.EMMA, FIRST TILE COUNCIL PRIZE. MENTION- R.L.LYNCH, R.STRICKFADEN.

INDEX OF REPRODUCTIONS:

CLASS A PROBLEM 4 - AN AIR LINE BUS TERMINAL
JUNE 3, 1952 TILE COUNCIL OF AMERICA PRIZES

65.	T.A.EMMA, UNIVERSITY OF NOTRE DAME	FIRST MEDAL, FIRST PRIZE
66.	B.F.ROMANOWITZ, PRINCETON UNIVERSITY	FIRST MEDAL, SECOND PRIZE
67.	J.H.RUDOLPH, PRINCETON UNIVERSITY	FIRST MEDAL
68.	V.T.MATHIS, OKLAHOMA A. & M. COLLEGE	SECOND MEDAL

BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR

115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 9 CONSECUTIVE HOURS BETWEEN MARCH 3 AND MAY 17, 1952

JUDGMENT ABOUT MAY 27, 1952

TROPHY FOR THE OLYMPIC GAMES

CLASS A SKETCH 4

THE STUDENT WILL BE ALLOWED CONSIDERABLE LATITUDE IN HIS CHOICE OF THE KIND OF TROPHY TO BE DESIGNED. APPROPRIATE SYMBOLISM AND DIGNITY ARE THE ESSENCE OF THE SOLUTION.

AUTHOR—WHEELER WILLIAMS, N.A., New York, N. Y.: Studied art at the Art Institute (then the Copley Society) Boston, received his Ph.B. at Yale and Masters Degree in Architecture at Harvard and attended the Atelier Coutant, Ecole des Beaux-Arts in Paris. He has taught sculpture at the B.A.I.D. in New York, served as president of the Fine Arts Federation of New York, as a Fine Arts Commissioner, New York City, and as vice president of the Architectural League. Currently he is president of the National Sculpture Society. Mr. Williams' sculpture both here and abroad includes portraits as well as works of a more monumental quality among them the Hedrick Memorial at Salsbury, N. C., pediment of the Commerce Building in Washington, D. C. and the Venus and Manhattan on the Parke-Bernet Galleries, New York. He is currently working on the Fountain of the Wave of Life for the Prudential Insurance Co. and sculpture for the American Battle Monument, Cambridge, England.

PURPOSE:

The purpose of an Olympic Games Trophy is to symbolize the free, fair and open competition in sport of men of all nations as an example to men and nations in their dealings with one another, and to commemorate the ancient Games at Olympia celebrated by the Greek Democracies.

REQUIREMENTS:

The design of such a Trophy involves consideration of the three uses to which it will be put:

A) To provide a permanent Trophy approximately 4 feet in its greatest dimension as an award to the nation whose athletes win the most points and to be kept in its custody until the next Olympiad.

B) To provide a symbolic design, derived from the Trophy in whole or in part for a plaque or for a smaller trophy in the round, for award to victorious teams in each sport.

C) To provide similarly a symbolic design as a basis for medals to be awarded individual contestants.

REMARKS:

The type, form and subject matter or symbolism are left to the student. Realistic or abstract sculptural attributes or details will be given equal consideration. However, the major Trophy (the plaque), and the medal must be interrelated in design as companion pieces for the main purpose. Appropriate symbolism, dignity and this inter-relation of the three forms of award are the essence of the solution.

REQUIRED (sheet 22" x 30"):

1. Large scale perspective of trophy rendered in either black and white or color with materials indicated.

2. Drawings of the obverse and reverse sides of the related design for a medal. Although the medal will be 3" in diameter in its actual execution the drawings called for here shall be twice that diameter, 6". They may be indicated either in outline drawing or rendered.

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

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CLASS A SKETCH 4

TROPHY FOR THE OLYMPIC GAMES

AUTHOR - WHEELER WILLIAMS, N.A., NEW YORK

JURY OF AWARD - JUNE 3, 1952

JACQUES E. GUITON
LESTER WICKHAM SMITH
RICHARD B. SNOW
HAROLD STERNER
CHAUNCEY W. RILEY
MAXFIELD VOGEL
WHEELER WILLIAMS

PARTICIPANTS:

OKLAHOMA AGRIC. & MECH. COLLEGE
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY WHEELER WILLIAMS, N.A.

NONE OF THE CONTESTANTS SHOWED ANY REAL UNDERSTANDING OF RHYTHM OF INTER-RELATED FORMS WHICH IS THE ESSENTIAL BASIS OF ALL GOOD ARCHITECTURE JUST AS MUCH AS OF GOOD SCULPTURE.

NONE OF THE CONTESTANTS SHOWED EVEN ANY KNOWLEDGE OF LETTERING ABOVE SCHOOL GRADE CALIBRE.

MOST OF THE SKETCHES WERE EITHER BANAL OR, IN THEIR EFFORTS TO BE DIFFERENT, FAILED TO EXPRESS ANY NEW SIGNIFICANT FORM.

THE FIGURE WORK WHERE USED WAS, WITHOUT ONE EXCEPTION, POOR. ARCHITECTURE IS NOT THE MOTHER OF THE ARTS MUST REMAIN ONE OF THE ARTS, AND A PROBLEM OF THIS KIND SHOULD HAVE BEEN HELPFUL IN GIVING PARTICIPATING STUDENTS A CHANCE TO CONCENTRATE ON THE ESTHETIC ANGLES OF WHAT WAS MEANT TO BE A RELATIVELY SIMPLE PROBLEM.

FROM THE SUBMISSIONS SHOWN, IT WOULD SEEM TO INDICATE THAT TOO LITTLE TIME AND ATTENTION WAS BEING GIVEN IN THE SCHOOLS TODAY TO THE SISTER ARTS; THEIR INTEGRATION WITH ARCHITECTURE MUST ALWAYS BE OF ESSENTIAL IMPORT.

SUMMARY OF AWARDS:

NO AWARDS 12 SUBMITTED

INDEX OF REPRODUCTIONS:

NONE.

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE
1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 9 CONSECUTIVE HOURS BETWEEN MARCH 3 AND MAY 17, 1952

JUDGMENT ABOUT JUNE 3, 1952

AN ART GALLERY LOBBY

CLASS B SKETCH 4

AN INTERIOR DESIGN WITHIN FIXED LIMITS WITH ACCENT ON COLOR, DISPLAY AND CIRCULATION

AUTHOR—HENRY L. BLATNER, Albany, N. Y., was graduated from the University of Pennsylvania and received his Master's Degree in Architecture from the Massachusetts Institute of Technology in 1936. His practice includes commercial, industrial, residential and school work. He has been Consultant and Coordinator of New Building Studies for the State of New York School Building Commission.

A city of 200,00 people has acquired a vacated one-story reinforced concrete industrial plant to serve as a temporary gallery of contemporary art. This building will be abandoned for a new structure when building restrictions are lifted. The structural system of this plant will be retained with alterations to the exterior curtain walls kept to the minimum. Fortunately the plant is located in a wooded area so that evergreen foliage provides pleasant, glare free vistas for observers standing within the building.

PROBLEM:

General space divisions are allocated as illustrated on the accompanying sketch. This problem concerns the arrangement and decorating of Area No. 1, "The Lobby Area," which has a clear height of 16'0". Exterior walls are entirely glass except for a 3'0" sill. Orientation need not be considered. Exterior entrance or entrances to be determined by designer.

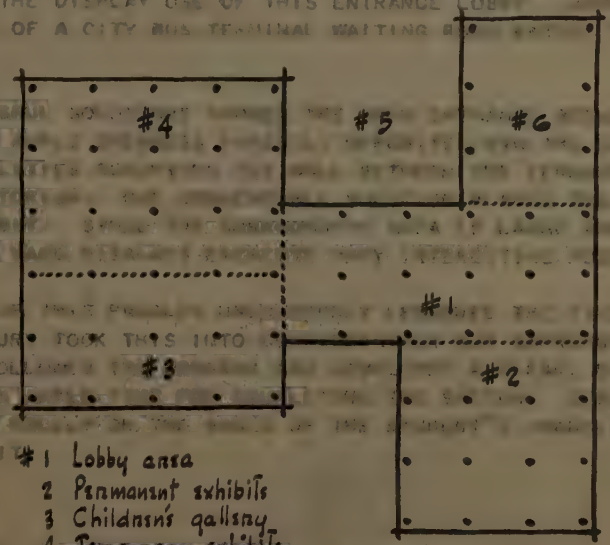
REQUIREMENTS:

The lobby, approximately 4,000 square feet should provide:

1. Circulation to each of the other general areas indicated on the sketch.
2. Changeable exhibit areas for painting, sculpture and the allied arts and crafts.
3. Public facilities including toilets, telephone booths, information desk and a checkroom for 200 people.

REQUIRED: (sheet size 22" x 30")

1. Plan of Area No. 1, "The Lobby Area," with its relation to each of the other areas clearly shown and indicating various exhibit areas and entrances from outdoors, at the scale of 1/16" to the foot.
2. Longitudinal section also at scale of 1/16" to the foot.
3. A large scale interior perspective rendered in color, illustrating the character and atmosphere of the lobby and its exhibits.



#1 Lobby area
2 Permanent exhibits
3 Children's gallery
4 Temporary exhibits
5 Outdoor exhibits
6 Auditorium

NOTE: Column bays are 20'-0" square except in area of the Auditorium

MANDATORY REQUIREMENTS AND REGULATIONS GOVERNING THIS PROBLEM ARE STATED IN THE CIRCULAR OF INFORMATION OF THE DEPARTMENT OF ARCHITECTURE FOR THE SCHOOL YEAR 1951-1952. A COPY WILL BE SENT ON REQUEST.

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DEPARTMENT OF ARCHITECTURE

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115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 9 CONSECUTIVE HOURS BETWEEN
MARCH 3 AND MAY 17, 1952

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JUNE 3, 1952

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CLASS B SKETCH 4 — AN ART GALLERY LOBBY

AUTHOR - HENRY L. BLATNER, ALBANY, N.Y.

JURY OF AWARD - JUNE 3, 1952

CHARLES W. BEESTON
ALONZO W. CLARK 3RD
MICHAEL M. HARRIS
R. K. POSEY
ZAREH SOURIAN
WYNANT D. VANDER POOL, JR.
WHEELER WILLIAMS

OBSERVER: T.L.SOREY, OKLAHOMA A. & M. COLLEGE

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE
PENNSYLVANIA STATE COLLEGE
THE RICE INSTITUTE, HOUSTON
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY R. K. POSEY

IN THE OPINION OF THE JURY THIS LOBBY SHOULD HAVE SERVED PRIMARILY AS AN ENTRANCE AND CENTRAL CIRCULATION HALL FOR THE THREE GALLERIES AND SMALL AUDITORIUM. ITS FUNCTION AS AN EXHIBIT AREA WAS JUDGED TO BE SECONDARY AND THE PUBLIC FACILITIES INCIDENTAL. AN INFORMAL, FLEXIBLE, TEMPORARY CHARACTER WAS DEEMED TO BE DESIRABLE.

FOR THE MOST PART THE SUBMISSIONS REVERSED THE FUNCTIONAL PRINCIPLES AGREED UPON BY THE JURY. COMMON DEVIATIONS IN THE INTENT OF THE PROGRAM WERE CHOKING THE AUDITORIUM ENTRANCE, EXCESSIVELY LARGE CENTRAL ISLANDS OF PUBLIC FACILITIES AND EXAGGERATION OF THE DISPLAY USE OF THIS ENTRANCE LOBBY. MANY DRAWINGS SUGGESTED THE CHARACTER OF A CITY BUS TERMINAL WAITING ROOM RATHER THAN A SMALL MUSEUM.

THE MORE SUCCESSFUL SOLUTIONS SHOWED THE MAIN ENTRANCE BETWEEN GALLERY NUMBERS 2 AND 3 WITH AMPLE OPENNESS DIRECTLY OPPOSITE INTO THE OUTDOOR EXHIBIT WITH THE PUBLIC FACILITIES OCCUPYING THE WALL BETWEEN THE PERMANENT EXHIBIT GALLERY AND THE AUDITORIUM. ONE COMMENDABLE SOLUTION PLACED THE MAIN ENTRANCE OFF THE OUTDOOR EXHIBIT. SINCE THE SURROUNDING AREA IS LARGE AND WELL PLANTED, THIS TWO-FOLD USE OF YARD DISPLAYS PRESENTS MANY INTERESTING POSSIBILITIES.

THE COMPLEXITY OF THIS PROBLEM UNDOUBTEDLY LESSENED THE TIME ALLOWED FOR PRESENTATION. THE JURY TOOK THIS INTO CONSIDERATION BUT EXPRESSED THE THOUGHT THAT HAD A STUDENT FOLLOWED THE PROGRAM AND DEVELOPED A CLEAR, DIRECT SOLUTION, THERE WOULD HAVE BEEN AMPLE TIME FOR COMPLETING THE SKETCH. STILL THEY DID NOT PENALIZE ANY PROBLEM SOLELY ON THE BASIS OF THE STUDENT'S INABILITY TO COMPLETE HIS PRESENTATION OF IT.

SUMMARY OF AWARDS:

13 HALF MENTION 31 NO AWARD 44 TOTAL SUBMITTED

PENNSYLVANIA STATE COLLEGE: HALF MENTION- H.B.ARCHINAL, F.G.BETZ, M.J.SABO.
RICE INSTITUTE: HALF MENTION- T.F.ARNER, J.W.CHRISTOPHER, M.M.CUTTING, N.D.DAVIS N.T.LACEY, R.T.STAVELY.
UNIVERSITY OF NOTRE DAME: HALF MENTION- J.LYNCH, J.SAENZ, J.A.BOIVIN, D.HINSHAW
NO REPRODUCTIONS.

BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN
MARCH 3 AND MAY 17, 1952

JUDGMENT ABOUT
JUNE 3, 1952

A SUMMER THEATRE

CLASS B PROBLEM 4

A SITE PLANNING PROBLEM INCLUDING A SUMMER REPERTORY THEATRE, PARKING SPACES, SCENE AND PROPERTY WORKSHOPS, LIVING QUARTERS FOR RESIDENT STUDENT ACTORS, ETC.

AUTHORS—TALMAGE COATES HUGHES, F.A.I.A., Detroit, Michigan, received his Master's Degree from Alabama Polytechnic Institute; then enrolled for graduate work at Columbia University. He joined the World War I Armed Services and was engaged in designing and building military structures in the Russian Archangel area. Besides his practice, Mr. Hughes publishes the Bulletin of the Michigan Society of Architects. He established the National Architect in 1945, as the official organ of the N. C. A. R. B.

RALPH W. HAMMETT, Professor of Architecture, University of Michigan, studied at the University of Minnesota, Harvard University and the American Academy in Rome. In private practice since 1936 and also engaged in educational field through associate professorships at University of Washington, Armour Institute of Technology and University of Michigan.

A group of patrons interested in a "little theatre" movement has decided to erect a summer theatre near a small community located thirty miles from a large city.

The site is a tract of land on the west side of an inland lake. A macadam country road runs along the west side of the property which is quite level, and lies about fifteen feet above the level of the lake. The six acre property is 750 feet in the north south direction by 324 feet between the road and the lake; there are patches of trees and about 50% of the site is level area, with a gentle rolling slope toward the water's edge.

The building committee has decided that the theatre shall combine the advantages of both indoor and outdoor types; therefore, it should be designed so that the side walls may be opened or eliminated. The theatre shall seat 600 within the main enclosure which shall be roofed over; for gala performances it is hoped that this number may be increased to 1000 by additional seating in the open. The outdoor auditorium area will be enclosed or screened by shrubbery and hedges.

The stage house shall be 50 feet deep by 75 feet in height, and should have a proscenium opening 40 feet wide. (A stage house is about two and one-half times the height of the proscenium, in order to accommodate the drops, grid, etc., and has wings each of which are half the width of the proscenium.) Opening off of the stage and wings is to be a workshop about the size of the working part of the stage but readily accessible so that scenery may be moved about with ease. Other services shall consist of six small dressing rooms, two large dressing rooms, toilets and wash rooms for men and women, and two storage rooms with aggregate area of 300 square feet for materials and properties.

In addition to the theatre, there is to be a refreshment pavilion with kitchen and storage spaces adequate for preparing snacks and for storage of soft drinks, ice cream and supplies. This refreshment unit should have a counter bar space with stools for 30 people, and should be adequate to serve 150 people at tables under cover; also, it should open onto a terrace or garden area which may accommodate at least 400 more people under the stars.

Promenade space, ticket office, check room and public toilets shall be located in order to be convenient to the theatre and the refreshment spaces. Since a summer theatre often has the character of an informal social function, it is important to consider the inter-relationship of the theatre, refreshment space, the outdoor terrace and the lake shore. Parking space for about 125 cars shall be provided; this will occupy about an acre of the plot.

REQUIRED: (sheet size 31" x 40")

1. Diagrammatic plot plan of the tract at 100 feet to the inch.
2. Plan of theatre, refreshment space, terrace and immediate surroundings at 1/16" scale.
3. A longitudinal section and a cross section, both through the theatre with the cross section facing the stage. Both sections at 1/16" scale.
4. Perspective of one or two of the features of the ensemble: i.e. refreshment bar, entrance feature, promenade space, or any other feature selected by the designer.

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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE

115 EAST 40th ST., NEW YORK 16, N. Y.

1951-1952 FIFTY-NINTH SCHOOL YEAR

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN
MARCH 3 AND MAY 12, 1952

JUDGEMENT ABOUT
JUNE 3, 1952

CLASS B PROBLEM 4

A SUMMER THEATRE

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CLASS B PROBLEM 4 — A SUMMER THEATRE

AUTHORS - TALMAGE COATES HUGHES, F.A.I.A.
RALPH W. HAMMETT, DETROIT, MICH.

JURY OF AWARD - JUNE 5, 1952

ARTHUR S. DOUGLASS, JR.	H. DICKSON McKENNA	DANIEL SCHWARTZMAN
JACK KEEGAN	WILLIAM SAMBUR	THORNE SHERWOOD
S. J. LaSUSA	BENJAMIN SCHLANGER	HAROLD TATTON

PARTICIPANTS:

OKLAHOMA AGRIC. & MECH. COLLEGE	UNIVERSITY OF KENTUCKY
PENNSYLVANIA STATE COLLEGE	UNIVERSITY OF NEW MEXICO
PRINCETON UNVIERSITY	WESTERN RESERVE UNIVERSITY, CLEVELAND
THE RICE INSTITUTE	UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY BENJAMIN SCHLANGER

IN SOLVING THIS PROBLEM, THE BEST EXPLOITATION OF THE VIEW OF THE WATER FROM THE AUDITORIUM PROMENADE AND THE EATING PLACES WAS CONSIDERED TO BE HIGHLY DESIRABLE BY THE JURY. IT WAS ALSO FELT THAT THERE SHOULD BE A VIEW OF THE EATING PLACES FROM A PROMENADE OR FOYER SPACE OF THE THEATRE SO THAT THE PATRONS WOULD BE ENTICED TO THE RESTAURANT AREA.

MANY OF THE PROBLEMS PLACED THE LARGEST BULK OR STRUCTURE, THE STAGE HOUSING WHERE IT WOULD EITHER BLOCK THE VIEW OF THE WATER OR TEND TO ENCLOSE THE EATING AREAS. TOO MANY OF THE PROBLEMS RESORTED TO AN UNNECESSARILY LARGE NUMBER OF COMPLEX FORMS IN ORDER TO DEVELOP AN OUTDOOR GAY SPIRIT. IT WAS CONSIDERED FAR MORE IMPORTANT TO HAVE THE PROPER VIEW OF THE WATER AND GREENS RATHER THAN TO CREATE A COMPLEXITY OF HARD STRUCTURAL FORMS.

A GREAT NUMBER OF THE PROBLEMS PLACED THE OVERFLOW SEATING EITHER TOO FAR FROM THE STAGE OR TOO FAR TO ONE SIDE OF THE PROSCENIUM OPENING. WHILE THE FAN-SHAPE FOR THE AUDITORIUM MAY FUNCTION WELL, ITS USE IS ADVISABLE ONLY WHEN THE EXTREME SEATING POSITIONS STILL OFFER GOOD VISIBILITY OF THE IMPORTANT WORKING PARTS OF THE STAGE AREA.

SOME GOOD PROBLEMS HAD THE SAME CONTROL POINT FOR THE THEATRE AS FOR THE RESTAURANT AREA. IT WAS CONSIDERED BETTER TO BE ABLE TO USE THE RESTAURANT AREA INDEPENDENTLY OF THE THEATRE. THE KITCHEN IN MANY INSTANCES WAS PLACED TOO FAR FROM THE SERVING AREAS.

TO LOCATE THE PARKING IN A WELL-SHIELDED AREA WITH THE LEAST AMOUNT OF WALK TO THE MAIN CONTROL POINT WAS THOUGHT ADVISABLE. IN GENERAL THE PARKING WAS WELL-HANDLED AS TO LOCATION AND PROXIMITY. THE SUBMISSION OF M.D.STEIN OF PENNSYLVANIA S TATE COLLEGE PRESENTED THE MOST COMPACT ARRANGEMENT, IN FACT ALMOST LOST ITS CHANCE OF BEING PLACED BECAUSE OF THE VERY COMPACTNESS THAT MADE IT A WORKABLE SOLUTION. HOWEVER, THE JURY REALIZED THAT THE EATING AREA COULD EASILY BE ENLARGED WITHOUT ANY CHANGE IN PARTI. MOST NOTABLE IN THIS SOLUTION

WAS THE EXCELLENT ARRANGEMENT FOR THE AUXILIARY SEATING ON AN UPPER LEVEL AND AT A DESIRABLE DISTANCE FROM THE STAGE. THIS WAS THE ONLY PROBLEM THAT TOOK ADVANTAGE OF OVERLAPPING THE MAIN FLOOR SEATING TO OBTAIN THIS RESULT, THEREBY PROVING THAT EXTREME FAN SHAPES DO NOT HAVE TO BE RESORTED TO FOR THIS PURPOSE. ALTHOUGH MR. STEIN COULD HAVE MADE BETTER USE OF THE ALLOTTED LAND, ALL OF THE ELEMENTS WERE IN PROPER POSITION IN RELATION TO THE WATER AND THE BULK OF THE STAGE BUILDING DID NOT OBSTRUCT THE USEFUL AREAS.

R.MORRIS, JR., THE RICE INSTITUTE - FIRST MENTION PLACED: SHOWS AN EXAMPLE OF A PROPER USE OF A FAN-SHAPE AUDITORIUM, BUT THE AUXILIARY SEATING ON THE UPPER LEVEL SHOULD HAVE BEEN PLACED CLOSER TO THE STAGE. HIS ELEMENTS ARE DISPOSED PROPERLY IN RELATION TO THE VIEW OF THE WATER AND THE PROXIMITY OF THE LOWER TERRACES TO THE THEATRE PROMENADE MAKING THE WHOLE INVITING. THE SINGLE CONTROL TO THE THEATRE AND EATING AREAS WAS QUESTIONED. HIS SOLUTION SEEMED COMPACT AND BUILDABLE YET IT MAINTAINED THE FEELING OF THE OUTDOORS.

E.X.TUTTLE,JR., PRINCETON UNIVERSITY - FIRST MENTION PLACED: THIS DESIGN REALLY CAUGHT THE SPIRIT OF THE OUTDOORS. THE ABILITY TO USE THE THEATRE AND EATING AREAS INDEPENDENTLY WAS WELL DEVELOPED WITH A DESIRABLE VISIBILITY OF THE EATING AREA FROM THE THEATRE AREA. THE MOAT EMPLOYED BETWEEN THE AUDITORIUM AND THEATRE SEATING WAS CONSIDERED A DELIGHTFUL TOUCH, STILL IT PENALIZED THE REMOTE SEATS OF THE AUDITORIUM BY MAKING THEM TOO FAR FROM THE STAGE. HAD THIS SOLUTION INCLUDED AN OVERHANGING UPPER LEVEL FOR THE AUXILIARY SEATING, IT WOULD HAVE PROVEN TO BE A SUPERIOR PROBLEM.

F.H.TURNER, OKLAHOMA AGRIC. & MECH. COLLEGE - FIRST MENTION PLACED: THIS SUBMISSION IS AN EXAMPLE OF ONE OF THE PLAYFUL SOLUTIONS, BUT COULD BE CRITICIZED FOR THE REMOTE LOCATION OF THE RESTAURANT AREA, CONSIDERING THE MAIN APPROACH IS THE POINT FROM WHICH THE CHARACTER OF THE ENTIRE DEVELOPMENT COULD BE GRASPED. THE AUDITORIUM IN THIS CASE HAS THE EXTREME FAN-SHAPE AND AUXILIARY SEATING IS PENALIZED BY BEING PLACED BEHIND AN EXCESSIVELY WIDE CROSS-OVER CIRCULATION BETWEEN THE TWO SEATING AREAS.

A.D.CHU, OKLAHOMA AGRIC. & MECH. COLLEGE - FIRST MENTION PLACED: SHOWS A FINE EXPLOITATION OF THE LAKE VIEW FROM THE EATING AREAS. THE STAGE STRUCTURE IN THIS INSTANCE WAS NOT AS WELL LOCATED AS IN SOME OF THE OTHER PLACED DRAWINGS.

R.A.BRAMAN, THE RICE INSTITUTE - FIRST MENTION PLACED: PRESENTED A VERY FINE VIEW OF THE EATING AREA FROM THE THEATRE PROMENADE WHICH TOGETHER WITH THE EATING AREAS IS WELL PLACED ON THE WATER. EXTREMELY LONG AISLES WERE USED IN THE THEATRE, THEREBY MAKING THE FAN-SHAPE NEEDLESSLY BROAD.

J.M.INGRAM, UNIVERSITY OF NOTRE DAME - FIRST MENTION PLACED: SHOWED A COMPACT BUT VERY WORKABLE SOLUTION WITH WELL DEVELOPED VISTAS OF THE DINING AREAS AND LAKE, FROM BOTH THE MAIN APPROACH AND THEATRE AREAS. THIS PROBLEM WAS THOUGHT SEVERE AND STARK IN TREATMENT BY SOME OF THE JURY. OTHERS FELT THAT ITS SIMPLICITY IN PLAN DID NOT NECESSARILY PRECLUDE PLEASANT ARCHITECTURAL SURROUNDINGS.

SUMMARY OF AWARDS:

7 FIRST MENTION PLACED 4 FIRST MENTION 33 MENTION 26 NO AWARD 70 SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: FIRST MENTION PLACED- A.D.CHU, F.H.TURNER. FIRST MENTION- J.WALTON. MENTION- J.W.CARMICHAEL, B.J.FLEMING, R.MALERNEE J.L.SCEARCE, T.SEEBO, D.B.WINES.

PENNSYLVANIA STATE COLLEGE: FIRST MENTION PLACED- M.D.STEIN. FIRST MENTION- T.M.KEARNS; MENTION- F.G.BETZ, W.F.BRODNAX, R.F.CARR,III, M.L.FETCH, J.M.LEASURE.

PRINCETON UNIVERSITY: FIRST MENTION PLACED- E.X.TUTTLE,JR.

THE RICE INSTITUTE: FIRST MENTION PLACED- R.A.BRAMAN, R.MORRIS. FIRST MENTION- C.D.HILL; MENTION- T.F.ARNER, N.D.DAVIS, N.T.LACEY, W.MCMINN, O.G.ROOTS P.B.SHERWOOD, R.L.WINTERS.

UNIVERSITY OF KENTUCKY: MENTION- A.C.CLARK, R.H.DOYLE, W.E.HOWARD,. F.G.JONES, A.O.LILES, R.L.NORD, H.J.PEDERSON, J.E.SMITH, B.S.TAYLOR, W.M.VANMETER.

UNIVERSITY OF NOTRE DAME: FIRST MENTION PLACED- J.M.INGRAM. FIRST MENTION- R.KARLSBERGER. MENTION- T.STAHL, D.F.CUDDIHEE, R.SCHWINN.

WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- J.J.MCANDREWS, C.E.RIMER.

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CLASS B PROBLEM 4 - A SUMMER THEATRE
JUNE 5, 1952

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74.	R.MORRIS, THE RICE INSTITUTE	FIRST MENTION PLACED
75.	E.X.TUTTLE, JR., PRINCETON UNIVERSITY	FIRST MENTION PLACED
76.	F.H.TURNER, OKLAHOMA AGRIC. & MECH. COLLEGE	FIRST MENTION PLACED
77.	A.D.CHU, OKLAHOMA AGRIC. & MECH. COLLEGE	FIRST MENTION PLACED
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BEAUX-ARTS INSTITUTE OF DESIGN
DEPARTMENT OF ARCHITECTURE
1951-1952 FIFTY-NINTH SCHOOL YEAR
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE ANY 5 CONSECUTIVE WEEKS BETWEEN MARCH 3 AND MAY 17, 1952

JUDGMENT ABOUT MAY 27, JUNE 3, 1952

A MISSION CHAPEL ON A BARGE

CLASS C PROBLEM 4
KENNETH M. MURCHISON PRIZE

THE RELIGIOUS APPEAL OF THE CHAPEL AND ITS SETTING ARE IMPORTANT. DIGNITY AND UNPRETENTIOUS ATTRACTIVENESS TOGETHER WITH THE USE OF APPROPRIATE MATERIALS AND INTERESTING METHODS OF LIGHTING WILL BE STRESSED.

AUTHOR—MAURICE R. SALO, NEW YORK, N. Y.: Received his A.B. at Columbia College in 1928 and his B. Arch. at Columbia University in 1931. He studied painting and design at the National Academy of Design in New York from 1932 to 1934. He started his own practice in 1937 and associated with Mr. Herbert A. Magoon in 1943. The work of Magoon and Salo has covered a wide variety of types, however, they are best known for their ecclesiastical work, which includes Congregational Churches in St. Albans, L. I., Manhassett, L. I. and Bronxville, New York, the Community Church of New York City and the School wing of the Arlington Avenue Presbyterian Church at East Orange, N. J.

The building committee of the home office of a religious sect has appropriated funds to design and construct a mission chapel on a barge to serve a widely scattered parish in a sparsely settled rural area. The parish is located along coastal waters, both on the mainland and on a chain of islands. The mission chapel will make scheduled calls at various locations. Some of these have docking facilities while, at other points, the barge will have to anchor off shore and transportation between barge and shore will be by motor launch or rowboat.

The Committee has decided that the barge will be towed by a power launch for economy of operation, as well as for initial construction cost. This method will also give greater freedom from restricting maritime laws.

The Committee is anxious to have a design which not only embodies ecclesiastical character, but will be appropriately nautical in its overall appearance.

The interior of the chapel should express repose and dignity suitable to worship. Particular emphasis should be placed on good use of materials and effective lighting, both natural and artificial.

The requirements of the problem are as follows:

(A) The barge shall be of steel construction 35' wide by 110' long. The overall depth shall be 9'0", with a freeboard of 5'0". Some latitude will be given to the treatment of the bow and the stern.

(B) Chapel of 1600 sq. ft.
  (1) Seating for 150 people (movable seats)
  (2) Chancel with provision for a choir of 16
  (3) Space for an electric organ (approx. 4' x 4')
  (4) Chancel space to be separated from sanctuary by folding doors or other dignified device so that the nave can be used also for general meetings and church functions.

(C) Combination living room, Sacristy, and Church Parlor—400 sq. ft. excluding closet and storage space. This room shall be directly connected to the Chancel. The room shall consist of a small dining area and a general living area which can be used for small meetings and as a study.

(D) Galley—approximately 50 sq. ft., to be conveniently located off the living room.

(E) Two small rooms with a connecting shower. Each room shall have bunks for two, and be directly connected to the living room.

(F) Toilet facilities for men and women—one unit each.

REQUIRED: (Sheet size 31" x 40")

1. Plan at the scale of 1/8" to the foot.
2. Longitudinal section at the scale of 1/8" to the foot.
3. Side elevation of barge as seen from the shore at 1/8" to the foot.
4. Stern elevation at 1/8" to the foot.
5. As large a perspective of interior as can conveniently be composed on sheet.

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CLASS C PROBLEM 4
AUTHOR - MAURICE R. SALO, NEW YORK

A MISSION CHAPEL ON A BARGE
KENNETH M. MURCHISON PRIZE

JURY OF AWARD - JUNE 5, 1952

C.DALE BADGELEY
ALONZO W. CLARK, 3RD
ANGUS L. CRAIG
GLENN PAULSEN
HUGH ROMNEY
KENNETH MITCHELL
MAURICE R. SALO
DANIEL D. STREETER
LEROY VAN LENT
LOUIS A. WALSH

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY LEROY VAN LENT

THE BASIS FOR JUDGMENT USED BY THE JURY WAS AS FOLLOWS:

1. THE WORKABILITY OF THE PLAN WHICH INCLUDED A CONSIDERATION OF THE CIRCULATION AND DISTRIBUTION OF AREAS DESIGNATED IN THE PROGRAM.

2. THE LOGICAL RELATIONSHIP OF A NAUTICAL EXTERIOR TO THE RELIGIOUS FUNCTIONS REQUIRED OF THE INTERIOR. THIS INCLUDED THE DISTRIBUTION OF WINDOWS, OF GLASS AREAS AS RELATED TO WALL SURFACES AND THE GENERAL INTERIOR SPACE COMPOSITION. IT ALSO INCLUDED A STRUCTURAL UNDERSTANDING OF THE USE OF THE BUILDING MATERIALS INDICATED SUCH AS STEEL AND WOOD.

3. THE METHOD OF HANDLING ARTIFICIAL LIGHTING WAS ALSO TAKEN INTO ACCOUNT.

4. THE FLEXIBILITY OF THE MEETING ROOM ITSELF, IMPLYING MULTIPLE PURPOSE USE, WAS ALSO CAREFULLY REVIEWED.

THE CONCLUSIONS REACHED BY THE JURY WERE AS FOLLOWS: FIRST, THAT THE PLANS, IN MANY CASES, WERE COMPLICATED BY UNNECESSARY CHANGES IN LEVEL AND UNUSUAL MEANS OF CIRCULATION. SECONDLY, THAT THE STRUCTURE, IN MANY CASES, WAS EXCESSIVELY HEAVY AND ILLOGICAL FOR A SEAGOING BARGE. THIRDLY, THAT THERE WAS AN UNNECESSARY VARIETY OF SHAPES EMPLOYED WHICH SEEMED UNWARRANTED FOR A STRUCTURE OF THIS SIZE.

ARTIFICIAL LIGHTING IN MOST SCHEMES WAS IGNORED. FLEXIBILITY OF THE MEETING ROOM ITSELF, IN MANY INSTANCES, WAS SERIOUSLY REDUCED THROUGH THE ILL CHOSEN LOCATION OF STAIRWAYS AND EXTERIORS, AND IN MANY CASES, BY THE INTRODUCTION OF A SLOPING FLOOR. THE PROBLEM OF SCREENING OFF THE ALTAR, IN MANY INSTANCES, UNFORTUNATELY ELIMINATED THE INTRODUCTION OF ANY PLATFORM WHICH COULD BE USED FOR OTHER TYPES OF MEETING OR FOR ENTERTAINMENT PURPOSES.

THE PRIZE WINNING PROBLEM BY A. LOWER, OKLAHOMA A. & M. COLLEGE - FIRST MENTION PLACED, FIRST PRIZE: DEVELOPED AN EXTERIOR OF NAUTICAL CHARACTER WITHOUT FALSELY SUGGESTING THAT THE BARGE IS A SELF-POWERED VESSEL. THE INTERIOR WAS WELL HANDLED AND WELL DETAILED GIVING THE PROPER RELIGIOUS FEELING AND

CHARACTER. THE NATURAL LIGHTING WAS SKILLFULLY HANDLED AND DIFFUSED BY A COMBINATION OF "BRISE-SOLIEL" IN DECORATIVE PATTERN AND A CENTRAL SKYLIGHT. THE PLAN WAS FOR THE MOST PAST WORKABLE. IT WAS, HOWEVER, CRITICIZED FOR THE COMPLICATED HANDLING OF THE ENTRANCE STAIRWAYS AND THE LOCATION OF THE SCREENING DEVICE AT THE SANCTUARY. THE STAIRWAYS FLANKING THE SANCTUARY SEEMED TO BE BADLY SCREENED, ESPECIALLY AS VIEWED IN THE PERSPECTIVE DRAWING.

THE FIRST MENT'ON PLACED, SECOND PRIZE - BY S.LEVEQUE, OKLAHOMA AGRIC. & MECH. COLLEGE: COMBINED GOOD STRUCTURAL DESIGN WITH A WORKABLE PLAN. HIS HANDLING OF THE SANCTUARY, BOTH IN PLAN AND AS SHOWN IN THE PERSPECTIVE WAS EXCELLENT. HIS METHOD OF SCREENING THE ALTAR ALLOWED THE MAXIMUM USE OF THE PLATFORM WITH THE MINIMUM AMOUNT OF COMPLICATION. THE EXCELLENCE OF THE PLAN AND PERSPECTIVE, HOWEVER, WAS NOT CARRIED OUT IN THE EXTERIOR DESIGN WHICH WAS RATHER UNIMAGINATIVELY DEVELOPED. THE GENERAL CHARACTER AND DEVELOPMENT OF THE PROGRAM WAS THOUGHT WELL OF BY THE JURY AND THE SCALE OF THE PROBLEM APPEARED TO BE WELL GRASPED BY THE STUDENTS. THE JURY FELT THAT IN VIEW OF THE FACT THAT THE PROBLEM IN GENERAL WAS ONE OF CHARACTER, MORE IMAGINATION COULD HAVE BEEN EVIDENCED BY THE GROUP AS A WHOLE AND A MORE STUDIED QUALITY OF DESIGN APPLIED TO IT.

THE "ATMOSPHERE" SUGGESTED IN THE PROGRAM WAS LACKING IN MANY OF THE DESIGN WHICH SHOWED A RATHER PEDESTRIAN APPROACH TO THE SPIRIT OF THE PROBLEM OFFERED BY THE AUTHOR.

SUMMARY OF AWARDS:

2 FIRST MENTION PLACED 2 FIRST MENTION 16 MENTION 26 NO AWARD 46 SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: FIRST MENTION PLACED- A.LOWER, FIRST PRIZE, S.LEVEQUE, SECOND PRIZE. FIRST MENTION- B.EKER, D.HIGGINBOTHAM. MENTION- G.A.COLE, D.DICKERSON, O.GOLDESBERRY, J.HILL, J.A.INNIS, J.JOHNSON, N.B.LACY, D.MINER, L.E.NASH, T.TAYLOR, T.WALSH,JR.
UNIVERSITY OF KENTUCKY: MENTION- R.C.JACKSON, T.J.TIMMONS.
UNIVERSITY OF NOTRE DAME: MENTION- R.V.TAYLOR, D.A.HINSHEW

INDEX OF REPRODUCTIONS:

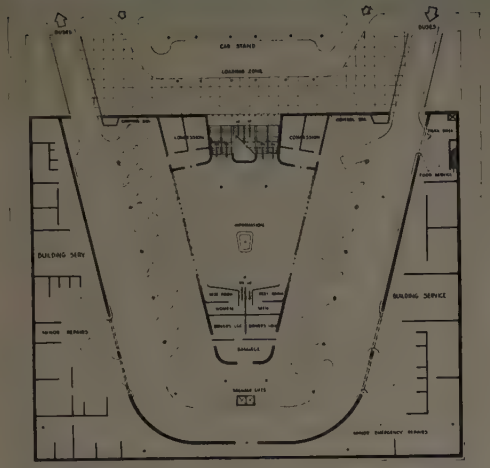
CLASS C PROBLEM 4 - A MISSION CHAPEL ON A BARGE
KENNETH M. MURCHISON PRIZE - JUNE 5, 1952

69. A.LOWER, OKLAHOMA A. & M. COLLEGE FIRST MENTION PLACED, FIRST PRIZE

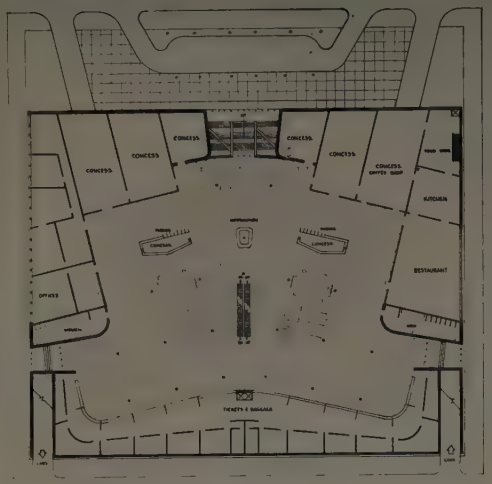
70. S.LEVEQUE, OKLAHOMA A. & M. COLLEGE FIRST MENTION PLACED, SECOND PRIZE

71. D.HIGGINBOTHAM, OKLAHOMA A. & M. COLLEGE FIRST MENTION

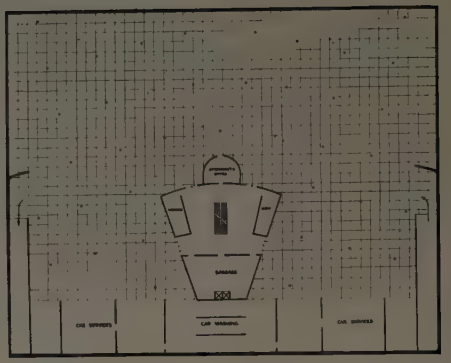
72. B.EKER, OKLAHOMA A. & M. COLLEGE FIRST MENTION



CONCOURSE LEVEL



MAIN STREET LEVEL

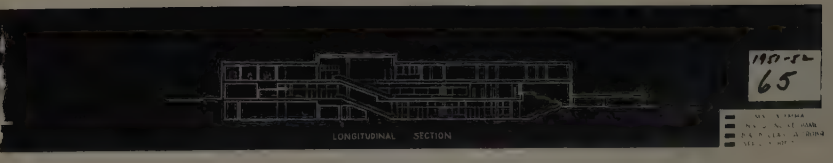


PARKING LEVEL

PERSPECTIVE OF MAIN FLOOR

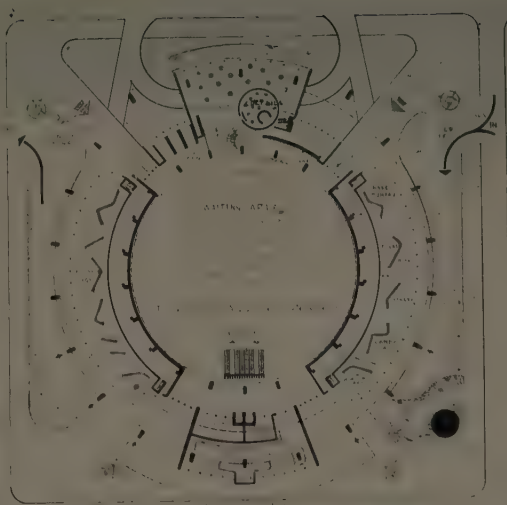
AN AIR LINE BUS TERMINAL

NORTH ELEVATION

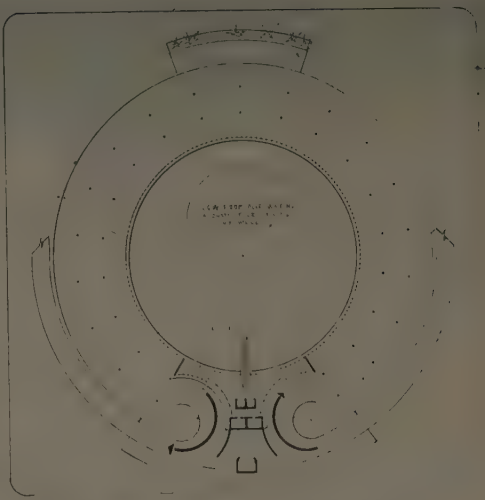


LONGITUDINAL SECTION

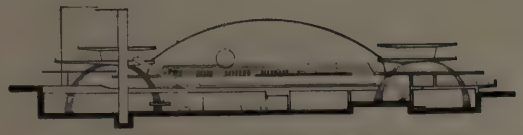
Lower Concourse



Main Street Level



Parking Level

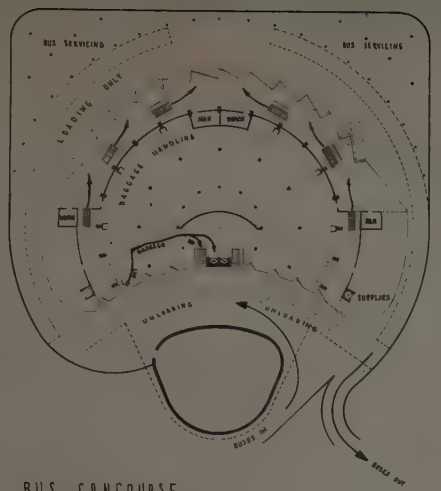


flight

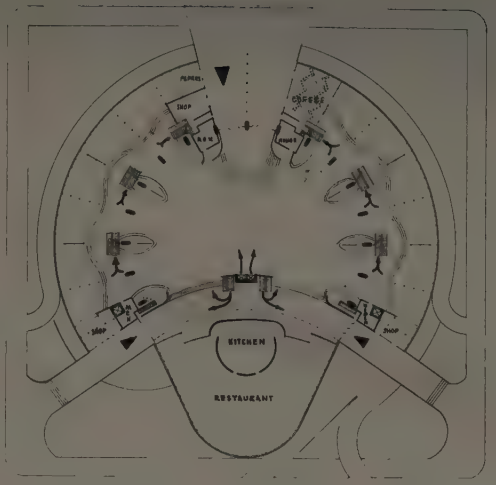
2nd Prize : Tile Council of America

1st

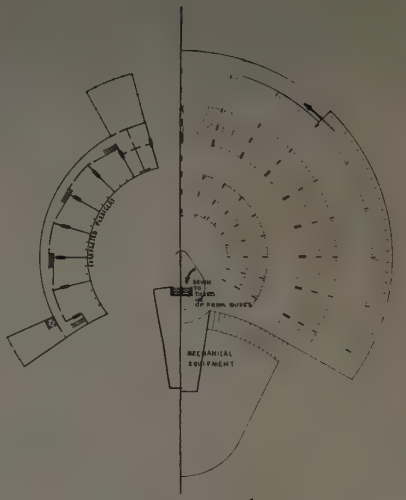
1966



BUS CONCOURSE 1/32



MAIN TICKET AND BAGGAGE CONCOURSE 1/32



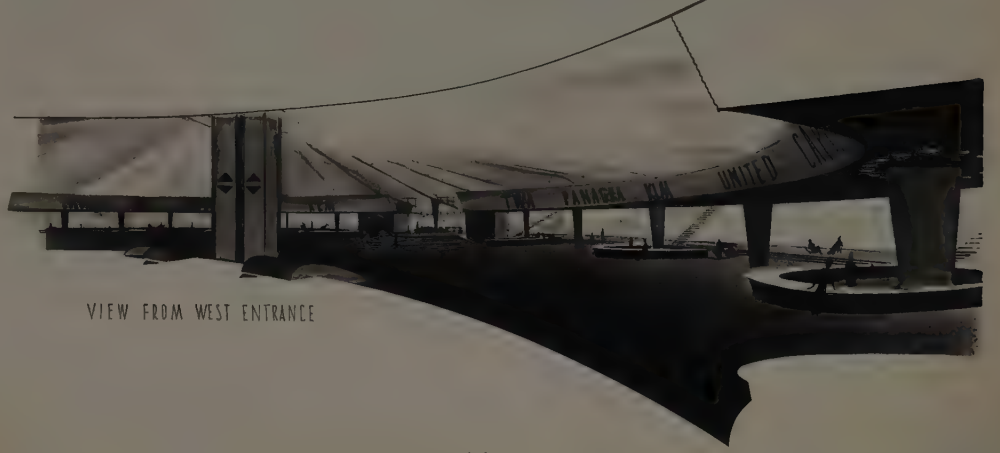
ADMINISTRATION MEZZANINE 1/32
ONE SIDE SHOWN

PARKING LEVEL 1/32
ONE SIDE SHOWN

NORTH ELEVATION 1/32

SECTION THRU A-A' 1/32

SECTION THRU B-B' 1/32

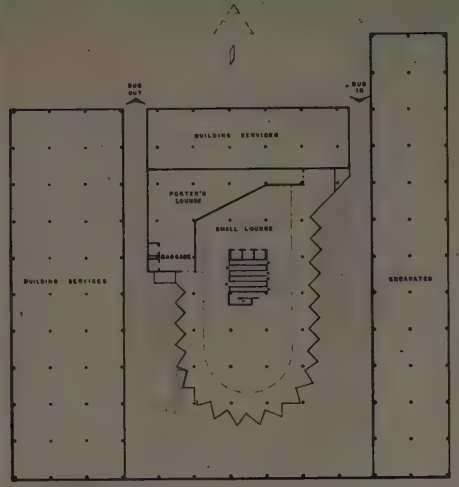


VIEW FROM WEST ENTRANCE

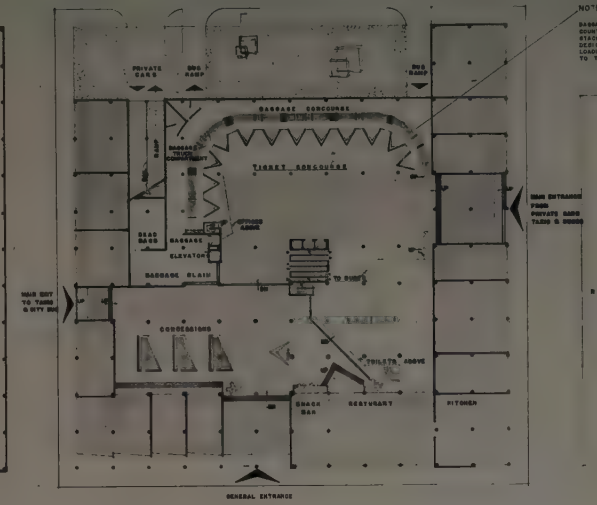
1st Medal

AN AIRLINES BUS TERMINAL
CLASS A PROBLEM 4 - MAY 19, 1932
PRINCETON UNIVERSITY
JOHN HARRISON RUDOLPH

M51-52
67



BUS CONCOURSE LEVEL FOR 20 BUSES

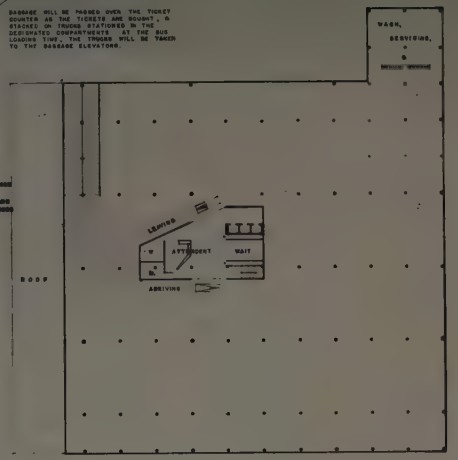


PLAN OF MAIN STREET LEVEL

NOTE: GREEN AREA INDICATES SHOPS AND CONCESSIONS
YELLOW AREA INDICATES MAIN TRAFFIC FLOW.

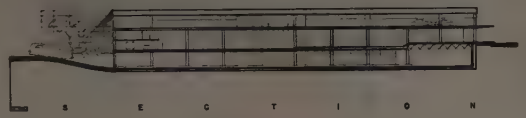
NOTE PROCEDURE FOR BAGGAGE

BAGGAGE WILL BE PASSED OVER THE TICKET COUNTER AS THE TICKETS ARE BOUGHT, & STACKED ON TRUCKS STATIONED IN THE DESIGNATED COMPARTMENTS AT THE BUS LOADING TIME. THE TRUCKS WILL BE TAKEN TO THE BAGGAGE ELEVATORS.



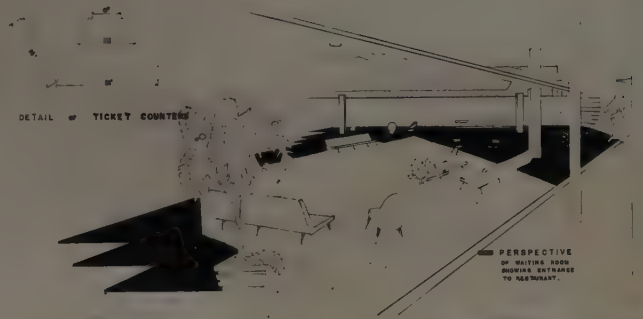
PARKING GARAGE FOR 200 CARS

WITH CAR SERVICE FACILITIES



S E C T I O N

N O R T H E L E V A T I O N

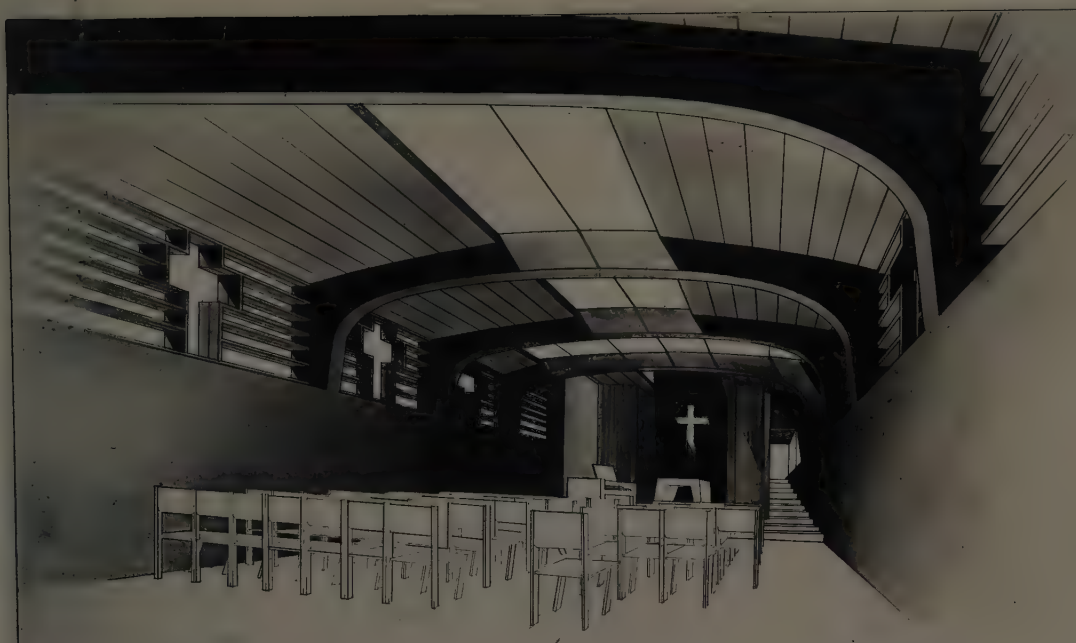


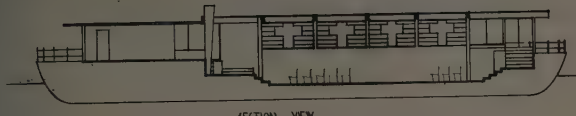
DETAIL OF TICKET COUNTER

PERSPECTIVE OF WAITING ROOM SHOWING ENTRANCE TO RESTAURANT.

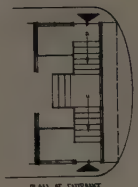
2nd Medal 1967-68

AN AIR LINE BUS TERMINUS
CLASS A – PROG. 4
RAIA. A.B.N. – R.A.I.B.
VIC T. MATINS

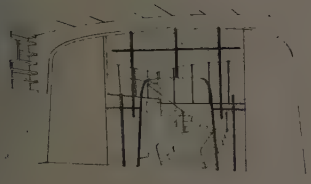




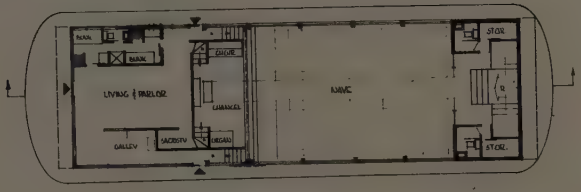
SECTION VIEW



PLAN AT ENTRANCE

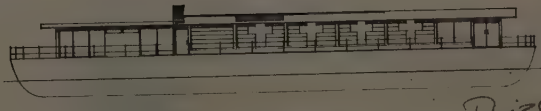


PERSPECTIVE TOWARD NORTHWEST



PLAN VIEW

STERN VIEW

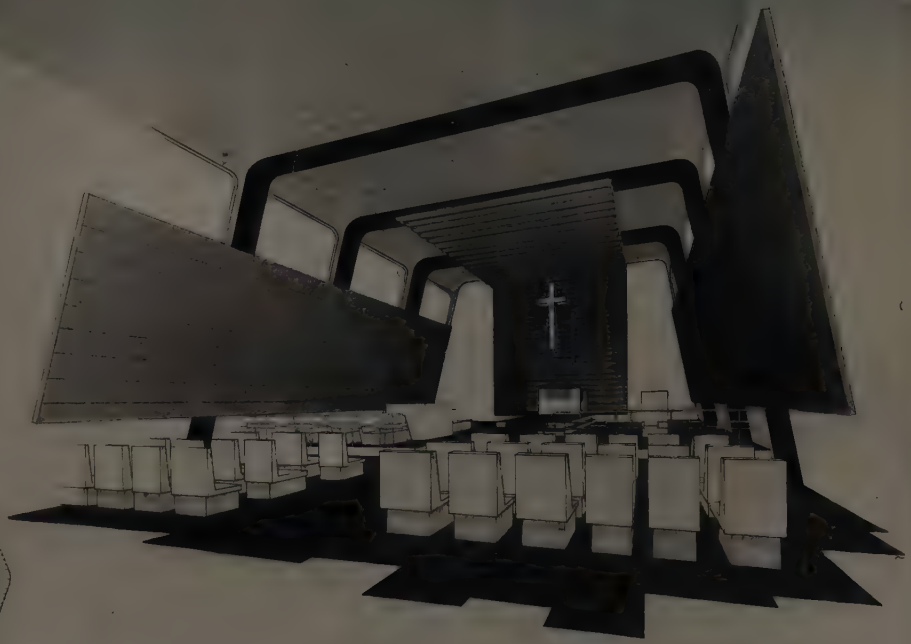


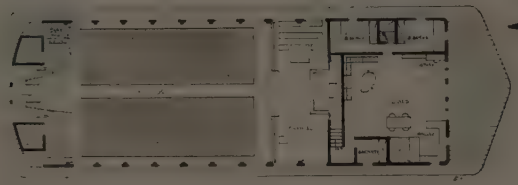
PORT ELEVATION

1st K M Murchinson Prize

NOV 69

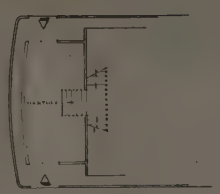
A MISSION CHAPEL
ON A BARGE
B.A.I.D CLASS 'C'
PROBLEM NUMBER 4
ALAN LOWER



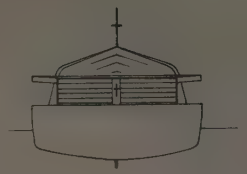


PLAN

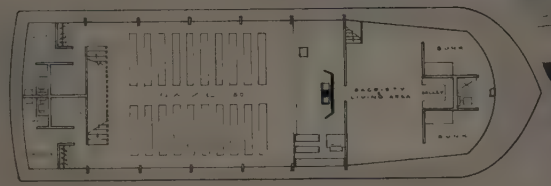
1951-52
70



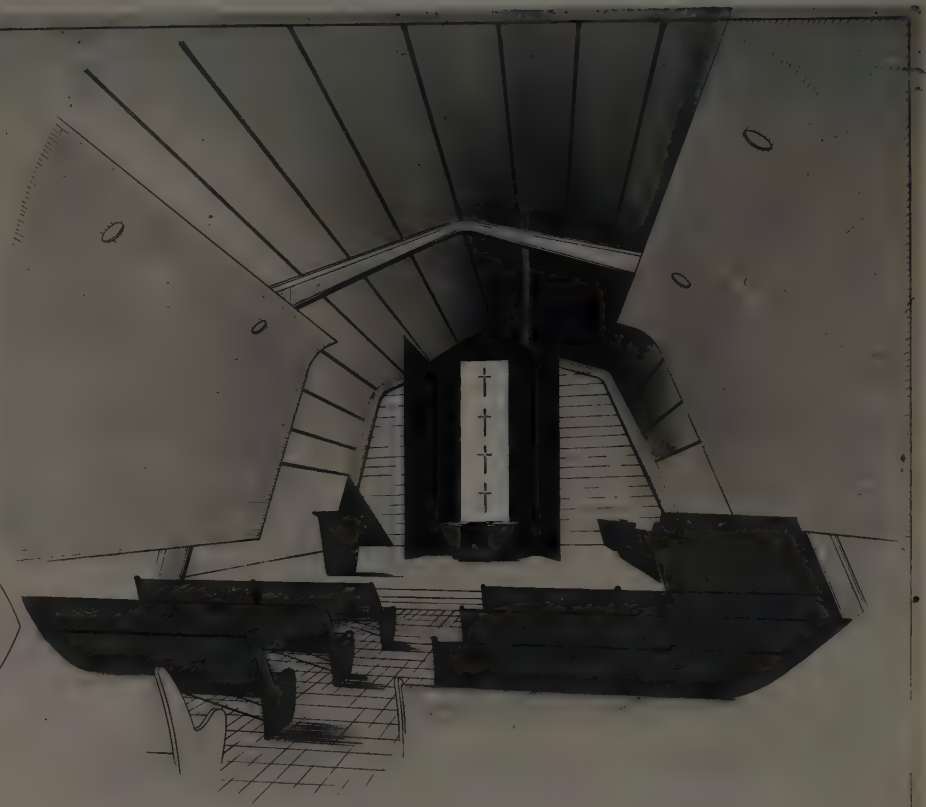
A ENTRANCE

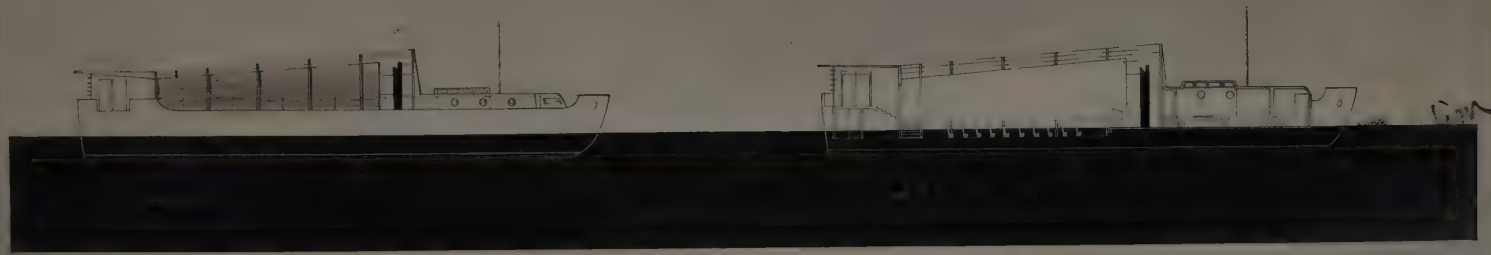


A STERN ELEVATION



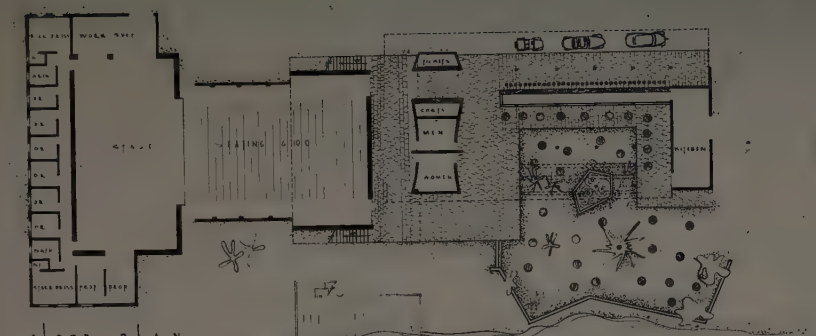
A PLAN

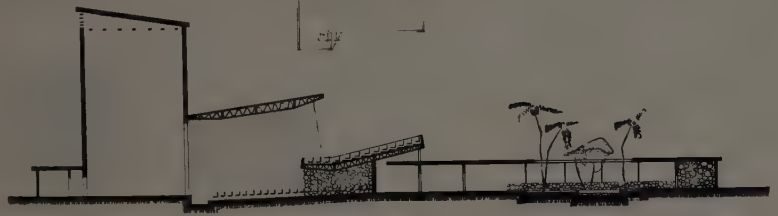


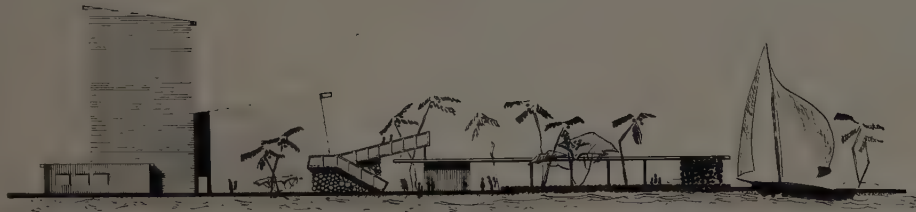


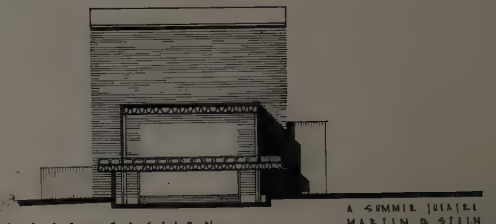
71

a mission chapel on a barge





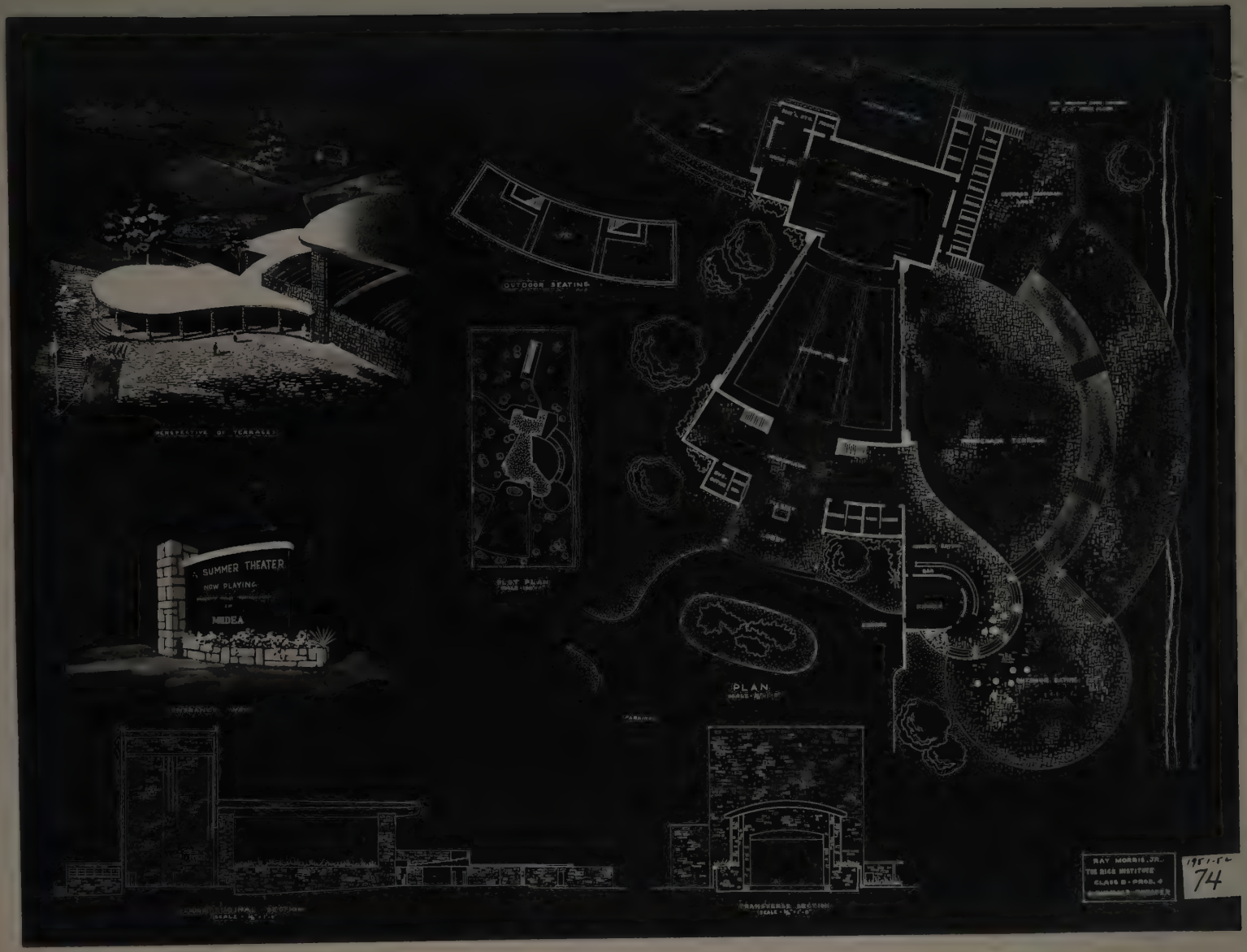




A SUMMER THEATRE
MARTIN & STEIN
CLASS PROB 4
PENN STATE

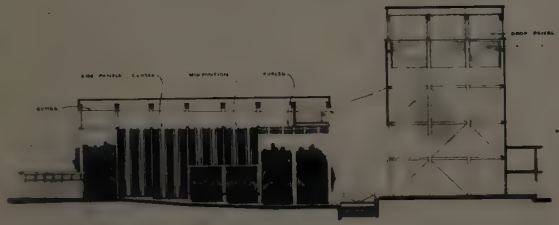
1961-62
73

1ST PL.

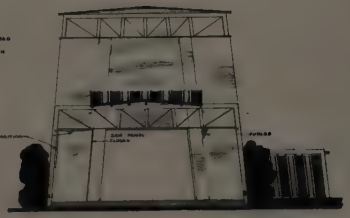

PERSPECTIVE OF TERRACE
OUTDOOR SEATING
PLOT PLAN
SUMMER THEATER
NOW PLAYING
MEDEA
PLAN
RAY MORRIS, JR.
THE RICE INSTITUTE
CLASS B - PROB. 4
1951-52
74

PLOT 1/64"

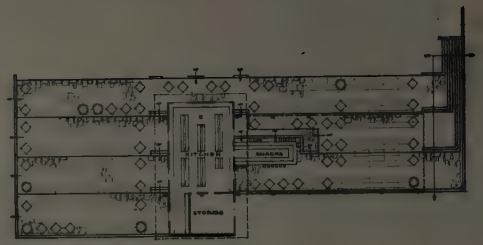
INTERMISSION



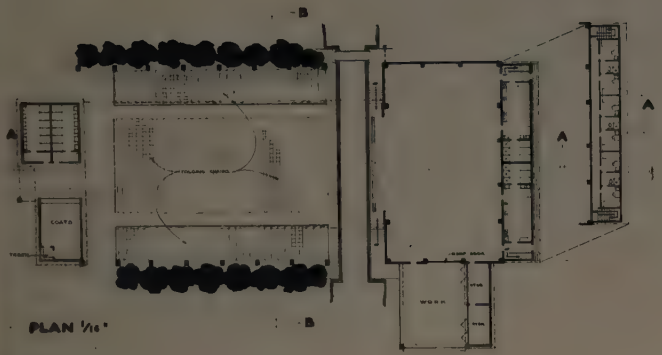
SECTION A-A



SECTION B-B



RESTAURANT 1/8"



PLAN 1/16"

1951-52
75

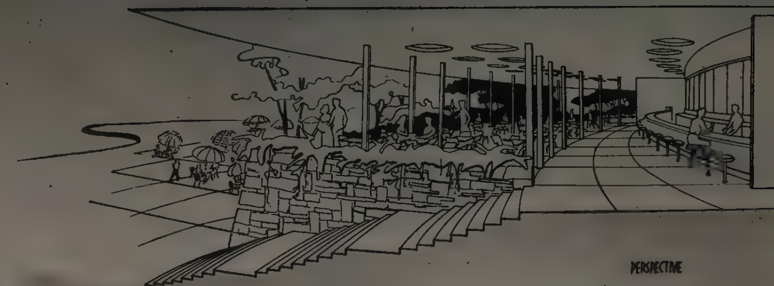
A SUMMER THEATER
CLASS B PROBLEM 4
E.K.TUTTLE JR 5/17/52
PRINCETON UNIV


ENTRANCE
UPPER LEVEL
PLANS
LOWER LEVEL
PLOT PLAN
SCALE 1" = 100'
SECTION A-A
SECTION B-B
1951-52
76
A SUMMER THEATRE
B.A.ID CLASS B P4
OKLAHOMA A & M COLLEGE
FRED HERBERT TURNER

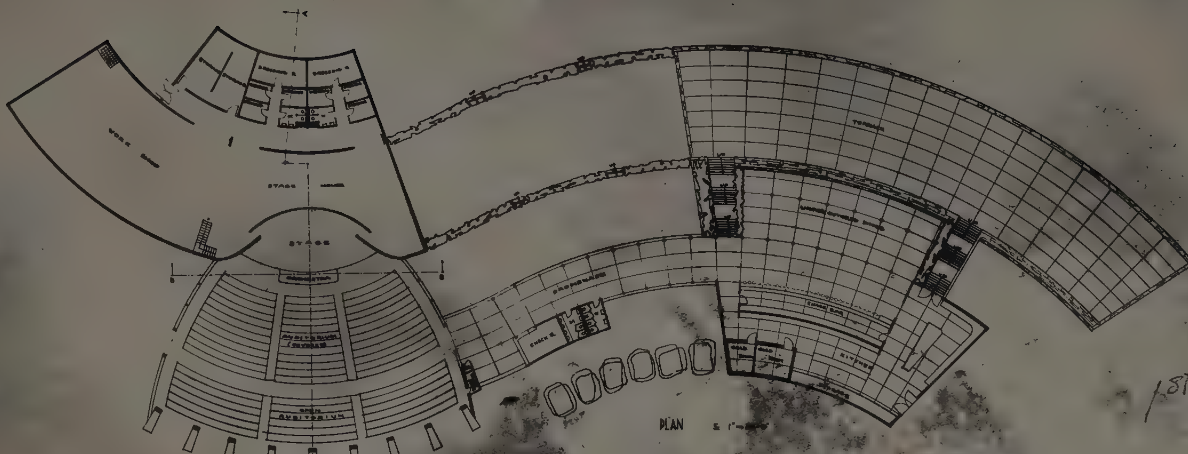
DIAGRAMMATIC PLOT PLAN

S: 1"=100'-0"

LAKE



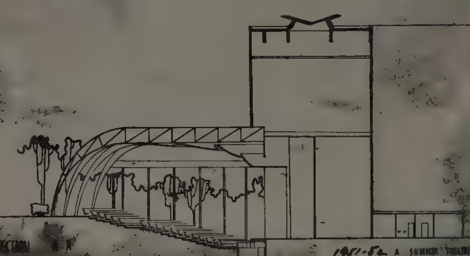
PERSPECTIVE



PLAN

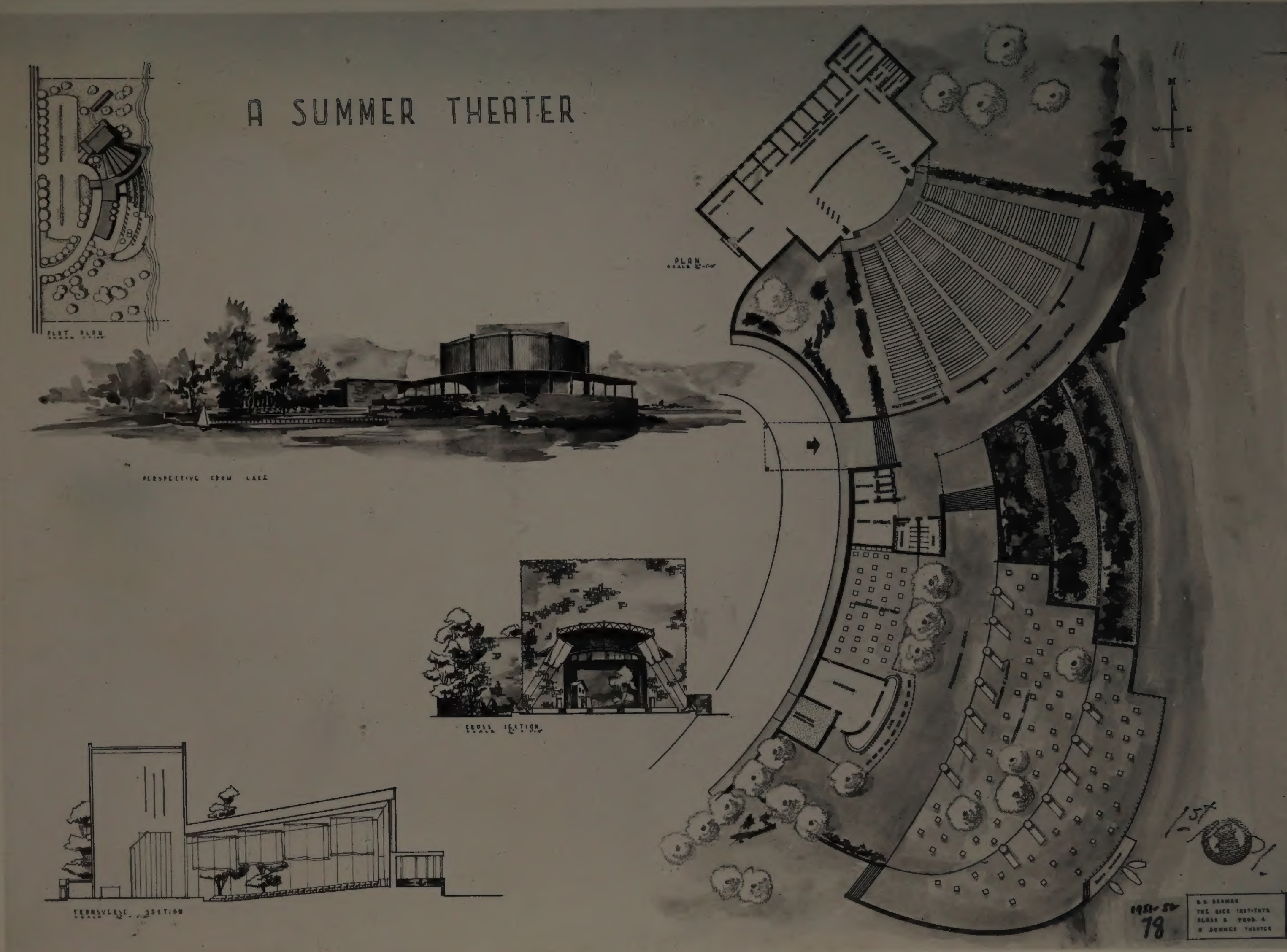
1st M. Pl.

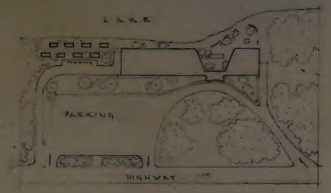
SECTION B-B



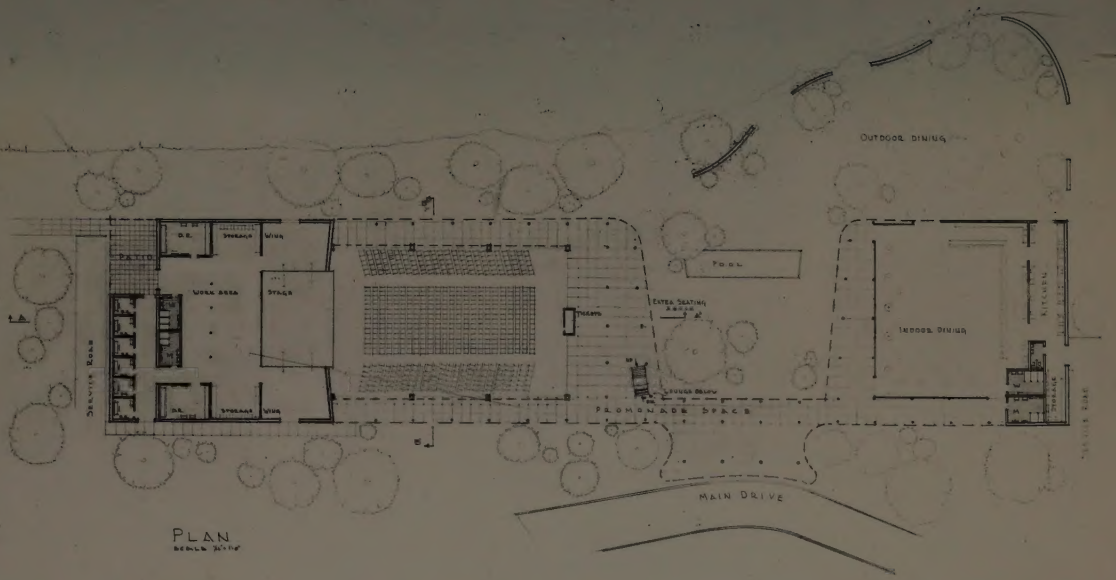
SECTION A-A

1951-52 A SUMMER THEATRE
77
ARCH 335 T
CRIT A & W
AN BING CHU

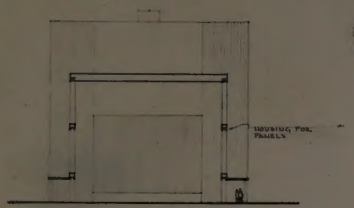

A SUMMER THEATER
PLOT PLAN
PERSPECTIVE FROM LAKE
PLAN
CROSS SECTION
TRANSVERSE SECTION
THE RICE INSTITUTE
PROB. 4
A SUMMER THEATER
1951-52
78
1st



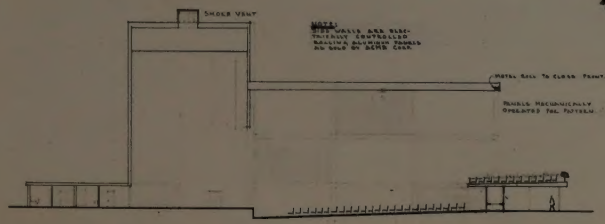
PLOT PLAN
SCALE 1/64"=1'



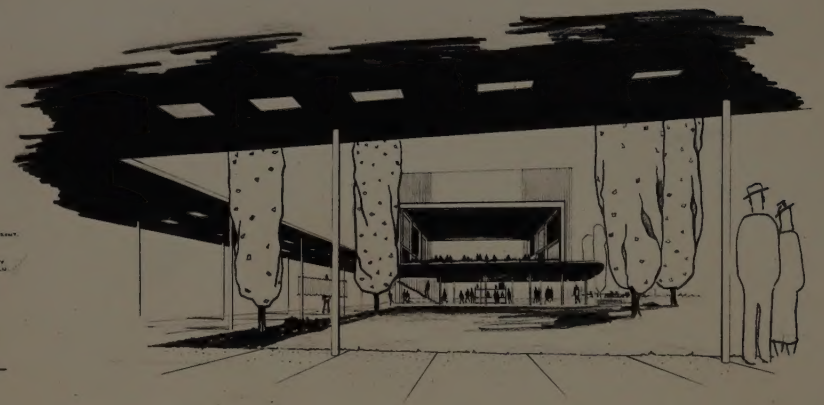
PLAN
SCALE 1/16"=1'0"



CROSS SECTION
TO STAGE D.R.
3/8"=1'-0" SCALE



LONGITUDINAL SECTION A-A
SCALE 1/2"=1'0"



1st PL.